

ALL HANDS

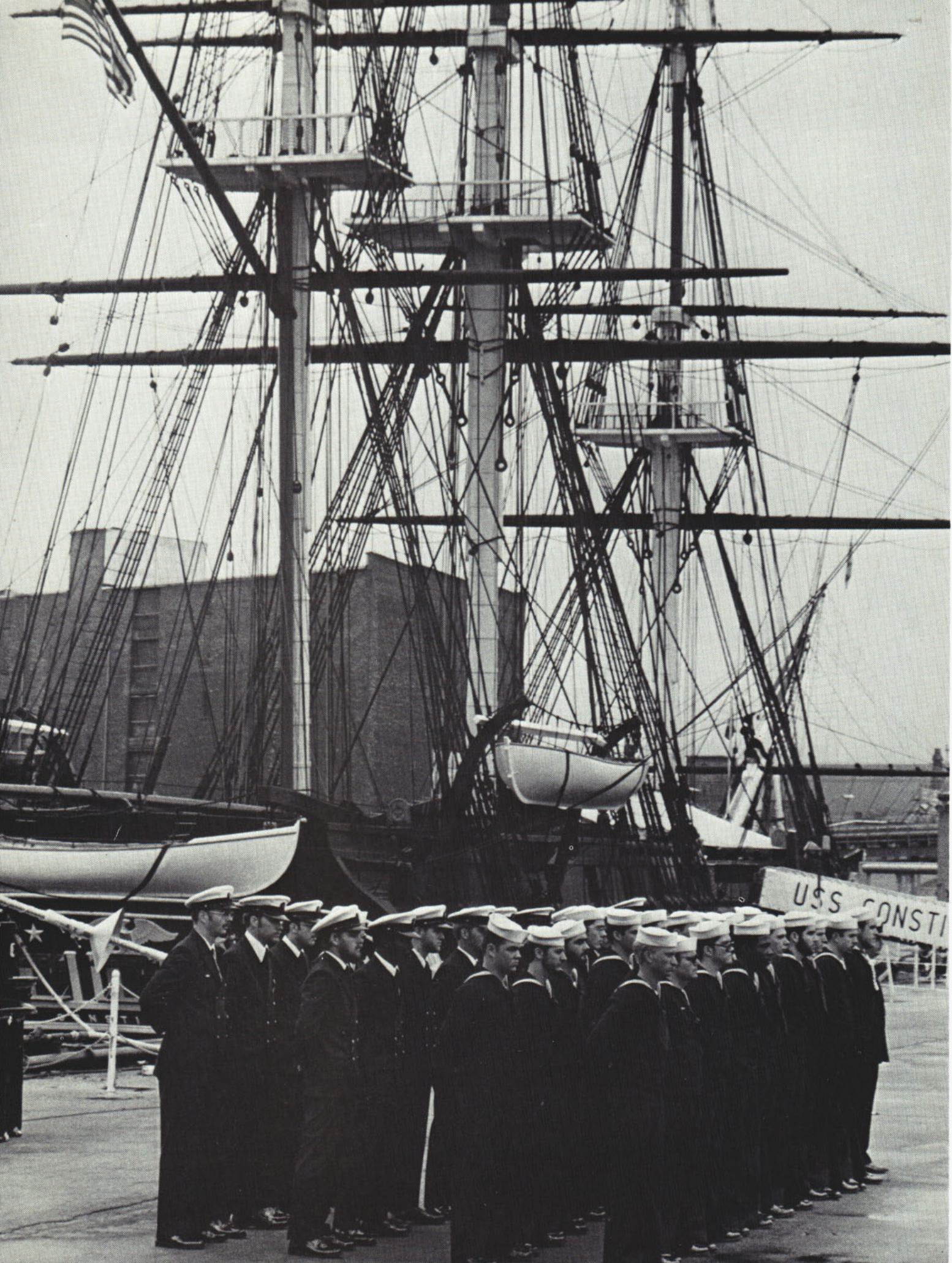
The background image is a photograph taken from a ship's deck. In the immediate foreground, a large, bright orange life preserver is partially visible, its circular shape dominating the upper left and center. Behind it, the dark silhouette of a ship's superstructure, including masts and cranes, is visible against a pale, overcast sky. In the lower right, a person in a dark uniform stands on the deck, looking out towards the water. The overall mood is somber and industrial.

DECEMBER 1980

in this issue:

Norfolk and the Navy

Constellation- the other ship



ALL HANDS

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Inside front: Navy's oldest—USS *Constitution*—provides a backdrop for men of Navy's newest—USS *Samuel Eliot Morison*. See page 20. Photo by Ens. Emmett W. Francois.

Back: *Constellation*'s flag and rigging. See page 30. Photo by PH2 Bob Hamilton.

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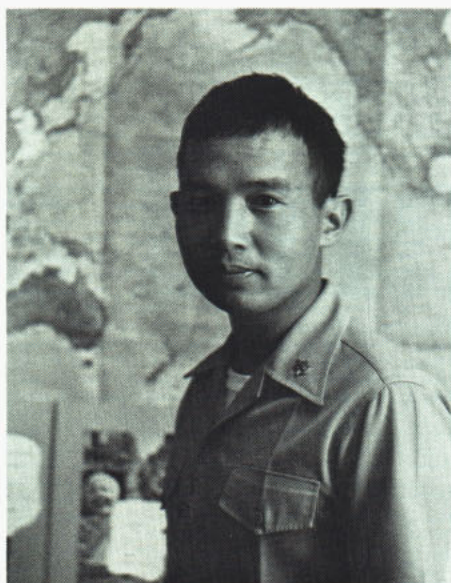
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Diego Garcia

Catnaps and a

With an area of only 11 square miles, the British-owned island of Diego Garcia is a speck in the Indian Ocean. Despite its size, its distance from the nearest U.S. naval facility (Subic Bay, Republic of the Philippines, more than 3,000 air miles) and the eternal heat, Diego Garcia has assumed a strategic role.

Through an agreement with Great

Britain, the island facility was established to provide a link in U.S. defense communications and to furnish communications support for U.S. and British ships and aircraft operating in the Indian Ocean.

In 1971, when the first Seabees slogged ashore, the plan was to build a limited communications facility. At that time, only three ships were ever

being serviced in the harbor at any one time, message traffic was moderate, and there were only about 1,000 flights recorded on the island a year. The officer, CPO and enlisted clubs provided a leisurely atmosphere for off-duty personnel. The outdoor theatre, swimming pool, bowling alleys and other recreational facilities were more than adequate. It was a small community



Shady Corner

whose sailors pursued their jobs at a leisurely pace and their off-duty pleasures with gusto. Much has happened there since and the role of Diego Garcia has expanded in a mighty manner.

Today, the deep, 13-mile-long lagoon is busy with ship traffic. Message traffic has increased, as have air landings and takeoffs. Numerous

construction sites dot the island as facilities are being expanded to handle the needs of almost 2,000 men along with the hundreds of transient personnel the island serves. From dawn to dusk there's an air of purposeful activity not quite in keeping with the image of a lonely, tropical isle.

"Up until last Thanksgiving, we could pretty well handle things without much problem," said Captain Steven Block, commanding officer of the Navy Support Facility. "Now we're seeing just how hard it is to support the operating forces. We just don't have the people, facilities or equipment."

Nevertheless, the Seabees, unmanned and often working around the clock, do support the operating forces. During the initial surge, one shift ran 78 hours straight. The men would catch catnaps whenever and wherever they could—on deck, in a shady corner, or at the wheel of a parked forklift.

Last April, the situation began to improve as additional and newer equipment became available and more

help arrived. Still the long hours and seven-day work weeks continued.

Every three months the quarterly supply ship is greeted with mixed emotions. The ship brings badly needed supplies for every command and department on the island. The men are happy to see it, but the ship anchors offshore and unloading the supplies by barge and Mike boat is a problem. Some 300 men must work two 12-hour shifts to complete the job. It's a full week's work and must be done along with the regular workload that continues unabated.

"I have seen men go for two months without a day off," said Block. "I get around the island a lot and show up at odd hours. Some of these men are on the job no matter what time it is."

The increase in transient personnel has created a round-robin nightmare. "I've got trailer housing for about half

Opposite page: an aerial view looking southeast across Diego Garcia. **Below:** Seabees set plastic pipeline at a new well site.



Diego Garcia

my officer population," said Block. "The same situation exists for enlisted men. Transient quarters are inadequate and overflowing. Until May, I was berthing all overflow personnel on cots on the gym floor."

To ease the crush, construction began on Camp Kangaroo in April. Within a month, wooden frame, open-air "sea huts" were ready for the first 200 occupants. By mid-June, Camp Kangaroo could handle 1,000.

"Trying to do so much with so little can be frustrating," said the captain, "but it's satisfying in its own way. Every time the Seabees complete a project it's one more piece, one more asset available to do the job better than yesterday. And out here, you learn

never to throw anything away. Whatever it is, you save it because you can bet if you don't need it, someone else will."

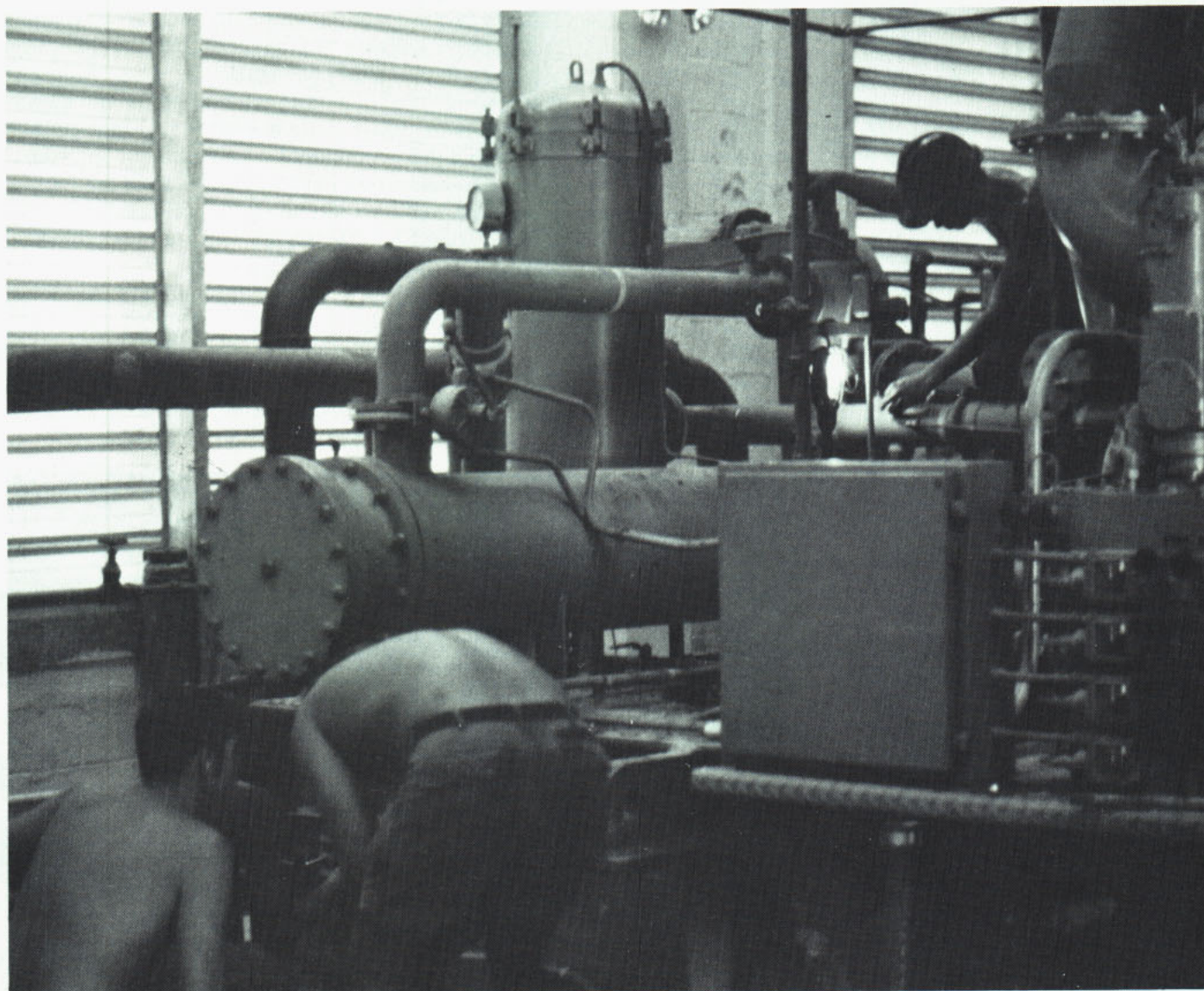
Early in '79, a 30-man Navy Cargo Handling and Port Group (NAVCHAPGRU), the Navy's only combat stevedores, arrived from Williamsburg, Va. Although trained as a ship offload team, they adjusted to working air cargo without breaking stride. Cargo had amounted to 50 to 60 tons a month; it jumped to 700-1,000 a month.

It's almost impossible to spend a day on Diego Garcia without coming into contact with the workings of "Supply." If you eat a meal, get a haircut, cash a check or buy a bar of

soap, you're dealing with Supply. If you fuel a vehicle, file an allotment, unload a MILVAN or draw a spare part, you're once again dealing with Supply.

Then there are the postal clerks. A small group, they handle mail for both the island and the operating task groups. With the increase in operating and support personnel, they have averaged about 75 tons of mail a month, and there's been no slowdown in deliveries.

Another short-handed unit was the Armed Forces Radio and Television Station. Although ground has been broken for a new building, the station now operates out of a run-down, patchwork of a facility. Handicapped





by too few people and obsolete equipment, the nucleus crew is still able to provide information, entertainment and news. Aided by volunteers, they continue to keep Diego Garcia's station on the air.

According to Lieutenant Commander Gordon Levi, executive officer of the Naval Communications Station, there's been little augmentation. "We're handling the workload without any real change in manning, and morale is high. These men are doing a job they know is important and they can see the results."

Diego Garcia constitutes the largest current Seabee construction effort. It has more than 17 miles of roads plus warehouses, fuel tanks, permanent and temporary barracks, communications facilities, power plant and distribution system, and a 12,000-foot runway to handle anything from Navy patrol planes to jet transports. Much still remains to be done before Diego Garcia fulfills its promise of being a top-notch

New generators will provide additional power for barracks and other construction projects.

communications facility.

Because of the scope of construction on the island, Captain Lawrence Donovan, Commander of the 30th Naval Construction Regiment homeported in Guam, is permanently assigned to Diego Garcia. His assets include the resident Naval Mobile Construction Battalion, currently NMCB-40, aided by elements from all other battalions.

"Our tempo of operations has changed drastically," said Donovan, "from reasonable schedules to everything being needed yesterday. While all our old schedules hold firm, expedience work is added.

"There's tremendous lead time built into our system and planning is vital. There's no local hardware store out here where you can run out and buy an item you may have overlooked. Yet, with the quantity and diversity of work, we can often move resources from one job to another."

CNO Salutes Men on Diego Garcia

Admiral Thomas B. Hayward, Chief of Naval Operations, returns a salute to men on the island of Diego Garcia as he boards his aircraft following his recent visit to the 7th Fleet ships and units in the Indian Ocean. On Diego Garcia, he visited the Naval Construction Force pier construction project, the ammunition storage area and the new 1500-man camp project—three of the many construction sites on the island. He commended the 900 men of the Naval Construction Force, saying "I'm just lucky to be here today, to be able to say to you for the whole Navy and the government of the United States, that what you have accomplished has been very, very helpful, constructive and positive in the way of reinforcing our ability to have the military flexibility so necessary here."

—Photo by PHC Ken A. George.



Diego Garcia

The pier project is a mammoth undertaking. Seabees with specially required skills have been gleaned from all battalions. This mile-long jetty is supported by an estimated seven miles of concrete-filled pilings.

Part of the pier project is the petroleum, oils and lubricants (POL) pump-house project. The pumphouse moves jet fuel, diesel fuel and regular gasoline from moored ships to storage tanks. Portions of the pumping operation are

in use today and progress continues at a fast pace.

"Each crew is fully aware of its job," said Commander Herbert Lewis, commanding officer of NMCB-133, "and they take on complete responsibility for that job. All planning is shared with the troops, all the way down through the non-rated men, so they know what is expected of them and when. Sunday is the one day the men have off, but it's not unusual to

find a full crew at a job site—not because they've been told to be there, but they feel it's their responsibility."

"A year ago," said Captain Block (who recently turned over his command to Captain E.J. Peltier), "if someone told me this level of activity would exist, I would have said it couldn't be done. But these men don't know when to quit. It seems an impossible job, but they're doing it."

—Story and photos by JOCS Tom Streeter

Staying In on Diego Garcia

When a sailor gets orders to Naval Support Facility Diego Garcia, he faces one year of what is possibly the most isolated and demanding duty in his Navy career.

Life on this remote jungle island in the Indian Ocean is harsh and rugged. Workdays are long and the hot equatorial sun, the rain and the mud can make living conditions more than uncomfortable. There is a shortage of facilities and personnel to support all the work that has to be done.

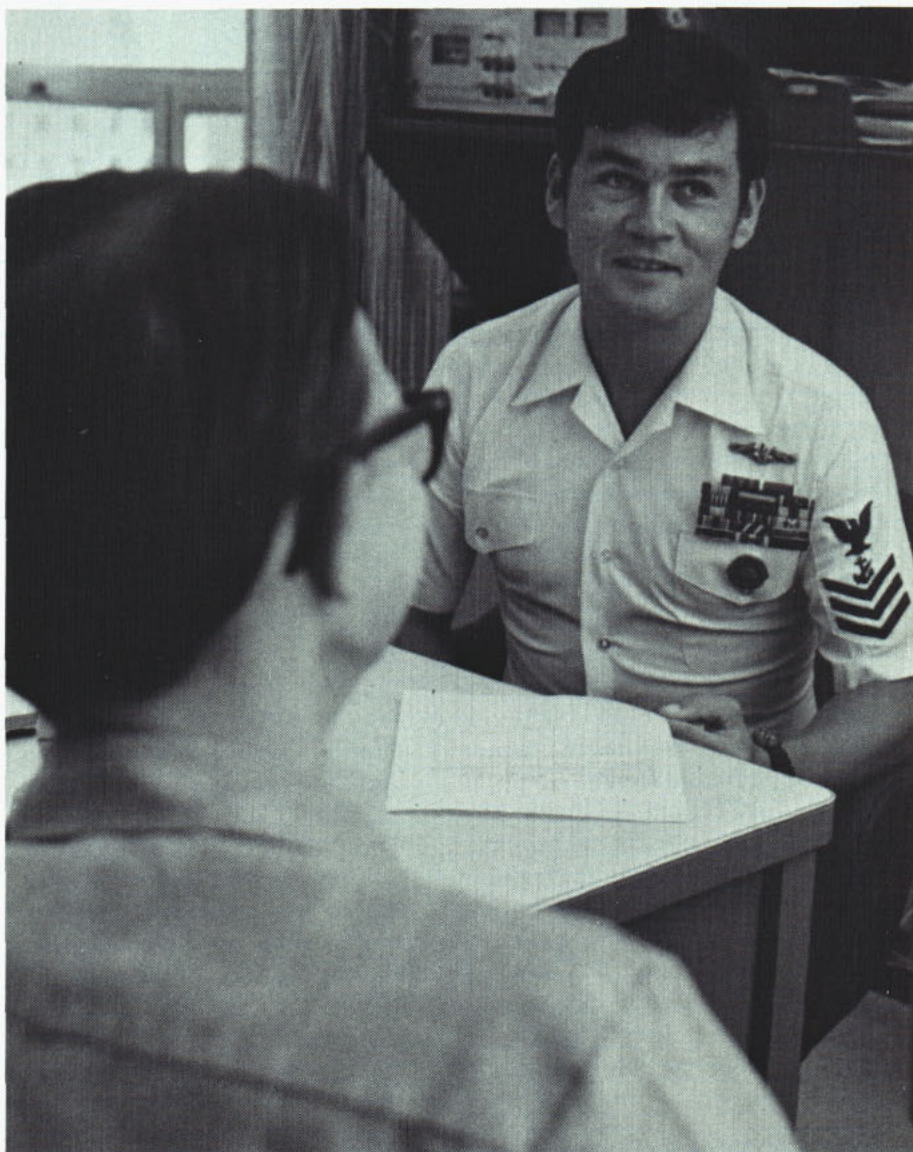
Many junior personnel are holding down senior positions and young sailors coming to the island fresh from boot camp get a taste of Navy life they say they weren't prepared for. Even the old timers say that duty on Diego Garcia is something else. But, for some reason, they seem to like it here.

Navy Counselor First Class (NC1) John E. Taylor said that during the months of April, May and June 1980, sailors on the island were reenlisting right and left. He chalks it up to "job satisfaction."

In April, first-term reenlistments totaled 66.6 percent. In May, the figures jumped to 75 percent, and in June, reenlistments rose to an unbelievable 100 percent for both first-termers and career sailors.

—Story by JOC Ron Brewington

NC1 John Taylor, Command Career Counselor with the Naval Support Facility, helps keep them in on Diego Garcia.



NPD: A Friend Indeed

Being lost in a population of five million can overwhelm even the saltiest sailor. So when 7th Fleet sailors visit Hong Kong, the U.S. Navy Purchasing Department (NPD) there tries to give them all the help they need.

The group consists of two supply officers, a chaplain, a chief storekeeper, six postal clerks and 10 Chinese employees. NPD supports the 7th Fleet with purchase and payment services for logistics requirements.

According to Senior Chief Storekeeper Nat Brock, NPD's help begins before a ship arrives and ends only after the ship has left Hong Kong.

"First, the ship lets us know what it will need when it gets here," said Brock. "My job is to set it all up. We'll arrange for almost any type of service—from fuel, water, tugs and pilots to telephones, money exchanges, tours and even church services.

"Once the ship is in port, we go aboard to follow through on the requested services and brief the crew on the 'dos and don'ts' of Hong Kong," he said.

NPD's officer in charge, Commander R. W. Norton, explained that

part of the briefing was a discussion of the Royal Navy's China Fleet Club and its services, which include display rooms where about 60 local merchants sell their goods.

"The advantage of our sales rooms to visiting sailors is that they provide safe and reliable places to shop," he said.

Merchants that NPD supports are reputable. The buyer is assured of getting genuine products, generally at a better price than merchandise sold on the streets.

Another area in which NPD serves the fleet—and dependents on leave in Hong Kong—is at the Fleet Post Office. Postal clerks usually work six days a week to keep up with the 90 tons of mail they handle per year, according to Postal Clerk First Class David Brown.

"The bulk of our business is outgoing mail," he said. "About 115,000 pounds leave our post office each year. A fair share comes from U.S. military personnel and their families sending gifts and souvenirs back home." Postal records show about 22,000 pounds of the annual load are earmarked for

the 75-100 7th Fleet ships that visit Hong Kong each year.

NPD provides another important service to the fleet in its role as SOPA (Senior Officer Present Ashore) for administrative purposes. For instance, if a sailor were to miss movement of his ship because of a medical problem, NPD would help out by making sure the person got proper medical attention and was safely returned to his ship.

"If there wasn't a detachment here, most ships would be lost when they came into port," Brock said. "We realize crews come here for rest and relaxation, so we try to make things as nice as we can for them while they're in Hong Kong.

No one likes to feel lost, especially when he's trying to relax. As long as NPD is around, sailors who pull liberty in Hong Kong will never be alone.

—Story and photo,
by JO1 Gary L. Martin

Fleet sailors in Hong Kong can take their choice of good merchandise and fair prices from more than 60 merchants at the Royal Navy China Fleet Club.



Speaking from Experience

Navy Senior Chief Postal Clerk Sherman Lee stands only 5 feet 2 inches, but his small, 112-pound frame is packed with ample attributes for success: concern for others, initiative, dedication, knowledge and determination. These qualities are invaluable to Lee in his job as overseas duty support specialist for the Pearl Harbor Human Resources Management Center (HRMC).

In the year and a half Lee has been involved in overseasmanship education, he has created a program of lectures, audio-visual presentations, one-

on-one consultations and informal discussions.

From a dozen official and unofficial sources—ranging from the Department of Defense to the Hong Kong Tourist Association—Lee has obtained tons of literature for distribution to crews of Pacific Fleet ships deploying overseas. One wall of his office is a bookcase jammed with information American sailors need to survive in foreign ports. Other literature is stacked and catalogued in fully another half of his working space.

In the midst of the wealth of data,

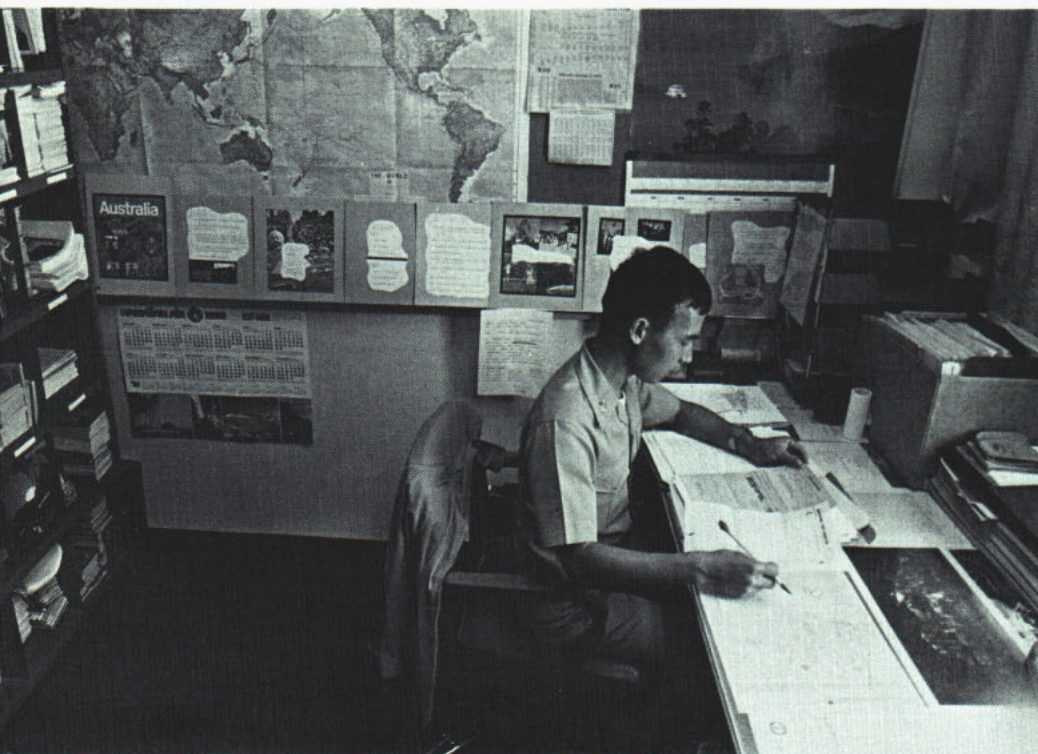
Lee easily uses such words as “cultural matrix” and “interrelationships”—sparingly, thank heavens—as he fields calls from “clients” and marks lecture appointments on his calendar.

It wasn't always this way for Senior Chief Sherman Lee, however. The journey he took to get to his present stage in life was long, even perilous. It was one which might not have been made by a lesser individual.

Sherman Lee was born Chiu Wang Liu, the son of a Nationalist Chinese Army officer who happened to be on the wrong side when the Communists took over the mainland in 1949. His mother died when he was a baby. In the escape from the Communists, he and his younger brother rode out of Canton in saddlebags astride his father's horse. They fled to Hong Kong, where he grew up on the streets, always on the verge of starvation.

One day, ever alert to earn money, nine-year-old Liu darted across the street to open a taxi door for an American sailor. He didn't see the other car that hit him. Police, called to the scene by the sailor, took Liu to a hospital. There, social service investigators determined that the child with the starvation-bloated stomach and mangled foot was, for all practical purposes, an orphan.

They found his father, by then near



PCCS Sherman Lee works amidst information he's anxious to share.



PCCS Lee

death from malnutrition. The father agreed that Liu and his brother should be taken to an orphanage. For two years, the British-operated, Chinese-staffed orphanage was a haven. Good food and love restored the two boys to health; subsequently, they were adopted by two separate Chinese-American families.

For Liu, now known as Sherman Lee, the promise of a new life in New York turned into a nightmare—with beatings, maltreatment and heavy



work in a laundry. He escaped to the streets, but soon found himself the subject of another social services investigation. He was sent to a foster home, but this time, he experienced the love of an elderly couple.

In the meantime, his brother, renamed Jeff Woo, enjoyed the benefits of a warm, loving family. Liu finally was able to locate his brother in Hawaii. When Jeff graduated from high school, Liu was there.

Much of Lee's work can be handled by telephone but some of it (opposite page) requires his presence as an instructor. Right: Lee with his brother, Jeff Woo, president of a business services firm in Honolulu.

"My brother and I joined the U.S. Navy together July 13, 1966, in Honolulu," Lee said. He laughed as he remembered he almost failed the physical because of his 98-pound weight.

Lee's first enlistment was lively. There was duty aboard an aircraft carrier and a tour of Vietnam which included the Tet offensive. When he wasn't dodging mortar fire in Da Nang and Cam Ranh Bay, he drove a forklift as part of his job of keeping the fleet's mail moving. He later served a tour in Subic Bay in the Philippines, supervising seven postal clerks as section leader for the Terminal Navy Post Office.

Then, in July 1970, Sherman Lee made a major decision. "I decided the Navy offered the way of life I really wanted, so I shipped over just a few days before I was supposed to be discharged," he said.

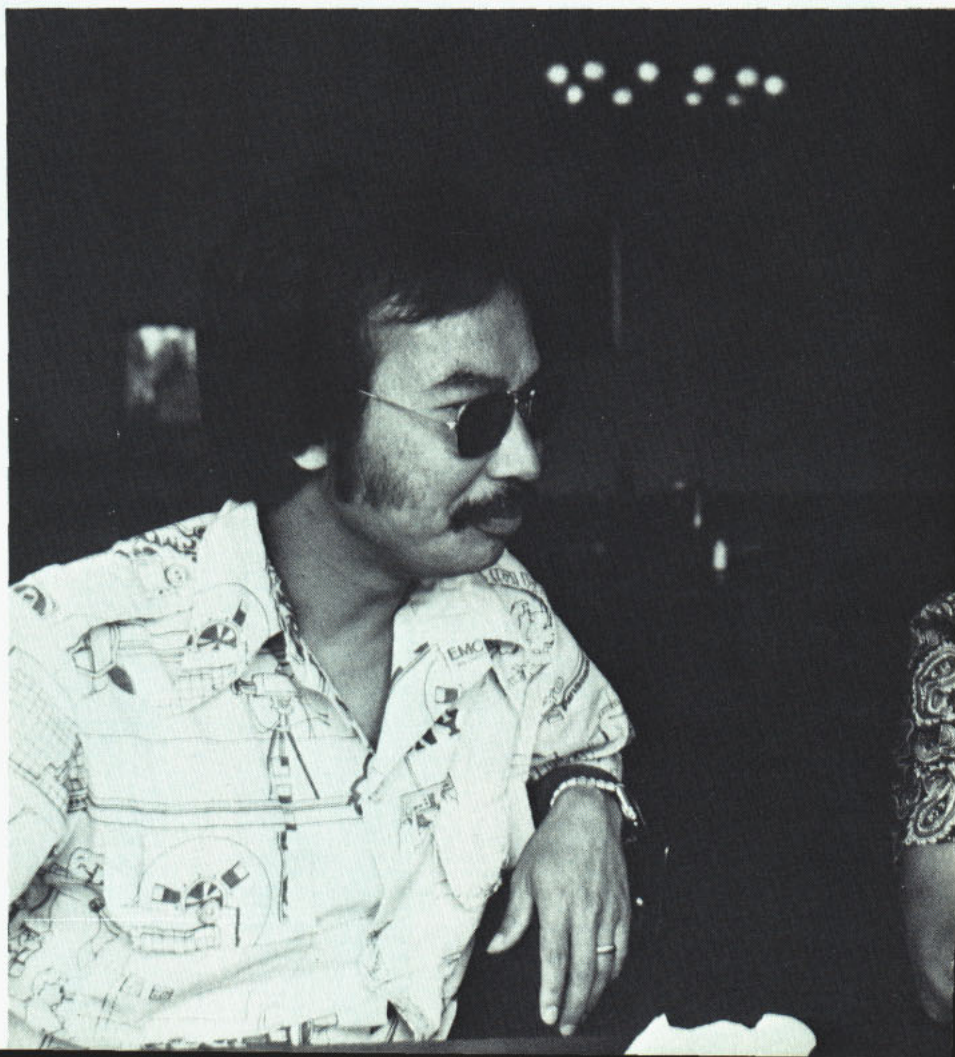
Considered a career Navyman with

this reenlistment, Lee was assigned to Japan for 18 months before a voluntary second tour to Vietnam saw him on duty in and near Saigon. There, he was advanced to petty officer first class and earned a Navy Achievement Medal. Another set of orders sent him back to the Philippines, where he met his wife, Leticia.

"I began to be interested in people programs during my second tour in the Philippines," Lee said. His enthusiasm for these programs was partly the result of counseling he sought during a period of personal problems. More than that, however, his interest stemmed from childhood—favorable memories of help from a sailor years ago, along with the love of foster parents.

"Being in human resources management is one of the best jobs you can get," he said. "It's one of the most rewarding programs for an individual who likes to work with people."

Human Resources Management



(HRM) teams tackle various problems through invitational ship visits, surveys and seminars. A typical program of workshops includes subjects such as time management, management problem-solving and decision-making and leadership skills. A team's equipment ranges from the tried-and-true lectern and course booklets to modern video tapes.

According to Lee's commanding officer, Captain Lowe H. Bibby, "Today's HRM teams work with commands to ensure a healthy approach—a strong approach—to management issues.

"This HRM concept is the end product of hard lessons we have learned. It's important to realize the business of management and leadership is an evolving process. Our challenge is to choose and use the action and methods which best meet today's needs."

Bibby likes to use the chief's overseas duty support program as an

example of the evolution in HRM procedures.

"Lee is a fantastic individual," Bibby said. "He came here from duty in Hong Kong, looked around and said, essentially, 'We're not doing what we could be doing for our overseas duty support program.' When he got permission to take over our program, it was as if we'd started up a chain saw.

"The chief is also something of a one-man band, but he has the same attitude held by all members of our four HRM teams because of his training and because of his experience as a team member.

"Each of the teams here is responsible for about one-fourth of the commands at Pearl Harbor. Each team provides services to individual commanding officers and each is considered to be working for a CO when that CO requests assistance."

Like the other 34 officers and enlisted persons operating out of HRMC

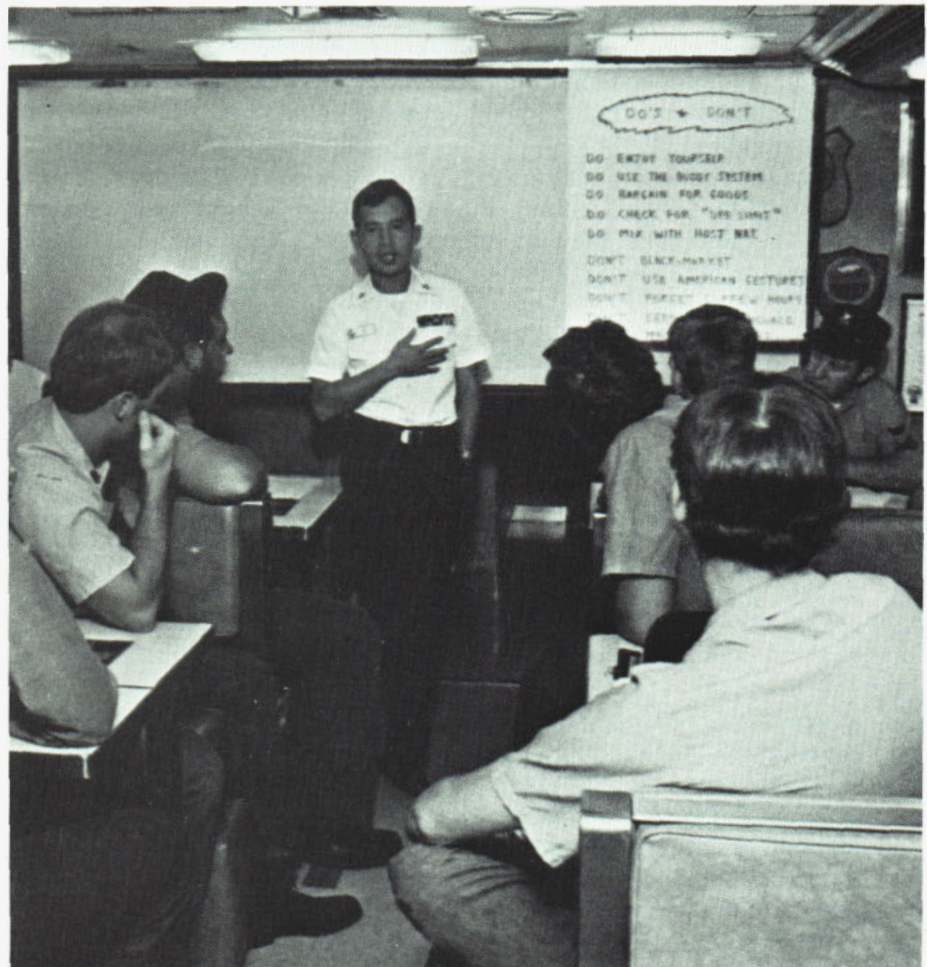
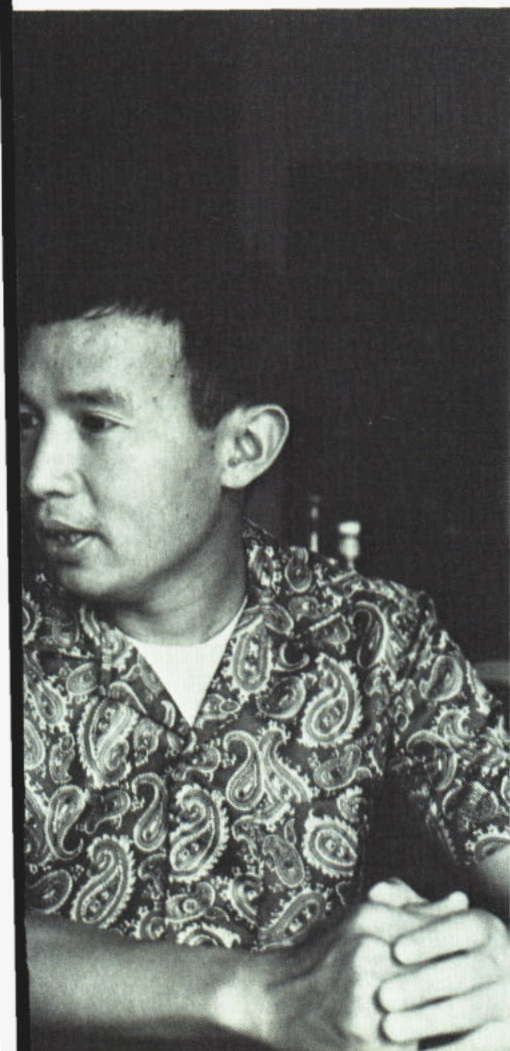
Pearl Harbor—and an additional 65 in detachments at Whidbey Island, Wash.; Subic Bay, R.P.; and Yokosuka, Japan—Navy Senior Chief Postal Clerk Sherman Lee represents the "new" HRM team approach.

On his frequent visits to ships, Lee conducts presentations and never forgets he's really an aid for commanding officers to use as needed.

If Lee has any complaint, it's that he "would like more commanding officers to know what we have for them. It's possible an overseas diplomacy effort may help a CO keep members of his crew from making mistakes that could get them in serious trouble.

"If I can keep one sailor out of trouble during a deployment, then the overseas duty support program has done its job."

—Story and photos
by JOCS John D. Burlage



Twins in Tandem



Norfolk and the Navy

Norfolk has had its rebirth at the edge of a bulldozer's blade, its baptism from a welder's torch and its confirmation at the hands of masons. It will leave its legacy well into the 21st Century.

A growing, living city, Norfolk still retains references to its past while continuing to forge new bonds with the Navy. Like the twins they are, sharing a common heritage, the city and the senior sea service together serve their nation unselfishly.

And, yet, there are those who would malign them. So be it. Ignorance is indeed difficult to combat.

If you don't have anything in particular to do in 1982, why not give Norfolk a look? The word is going out loud and clear—you'll hear it more and more in the coming months, "Come home to Norfolk in '82!"

The rationale for using the word "home" in this context is quite simple: Sailors on returning ships don't head for the States, or for CONUS, or any such general place—they're coming home and Norfolk is home for a large portion of the U.S. Navy.

"What we're trying to do," said Norfolk's Mayor Vincent Thomas, "is get the 'Old Navy' to come back and look at the 'New Norfolk'.

"We want the Tricentennial Committee to run a year-long reunion of naval associations and groups as part of the celebration. We're going to have a heavy naval component as part of our Tricentennial."

Some would think that asking old sailors to return to Norfolk is like asking coal miners to revisit Newcastle. Not so. Sailors and the city go hand in hand—sort of like twins in tandem—and they've been that way ever since the Tidewater city blossomed into its own during the World War II years.

Today, it ranks on a par with San Diego in active duty Navy population figures. About 90,000 Navy people are stationed in the Tidewater area, as against a similar figure for San Diego. That's only the tip of the iceberg.

The total Navy "family" in Tidewater—Norfolk, Virginia Beach, Portsmouth, the Peninsula, and Chesapeake—peaks at 424,152. Another segment of that "family," civilian employees, total about 38,000, retired military adds up to 18,000 and retired civil service people number about 19,000. Add to this 33,000 military families and dependents of civil service people and you've just passed the half-million mark.

By way of dollars, the economic impact surpasses \$1.8 billion a year in payroll alone; goods and services such as ship construction and anything from utilities to local purchase contracts, and another \$1.5 billion is put into the economic till. Norfolk is just plain big and, like Topsy, it's growing every day.

Still, figures are misleading; they hardly tell a story or reflect the thinking of Norfolk's citizens or its naval transients. One has to get out and look

the city over in order to get a feel for things and an idea as to just where the town is heading.

For one thing, Norfolk isn't looking backward; it's only looking at the future and that is full of promise even in these uncertain financial times. The Chamber of Commerce has come up with a new logo which states, "We've got a good thing growing—Norfolk Navy." Those aren't just nice words surrounding a pretty picture.

For one thing, as the mayor said, "We're going to have the kind of a downtown sailors are used to in their favorite cities. It will have the spectrum of entertainment that will bring them downtown."

Two things stand out immediately:

- The waterfront area is in for still another facelift. The developer who was the driving force behind Boston's recent renewal and, still more recently, Baltimore's Harborplace, will create the Urban Waterfront Market in the

Norfolk views—The carrier USS Nimitz (CVN 68) returns to its pier at the naval station; bus transportation is the sailor's link with the city; and the overhead walkway between the Omni and the financial buildings.

Photos by PH2 Bob Hamilton



Twins in Tandem



Top, center: Scope, the city's convention center; **top, left:** Rev. Joel Morgan greets one of his parishioners; and **above:** King Neptune VII at the Virginia Beach Neptune Festival.

area of the old ferry slip, adjacent to the city's financial area. This promises to be a huge tourist attraction which should be ready for use by the time the Tricentennial rolls around.

- Another attraction, this one more educational in nature, is the planned Cousteau Ocean Center, to be the world headquarters for the Jacques Cousteau organization.

"As part of the waterfront's development," said Mayor Thomas, the Ocean Center will be a major tourist, entertainment and educational facility,

dealing with the ecology and development of the world's oceans."

New hotels and other enterprises to bolster the first-class facilities already in operation in the downtown area are planned to handle the influx of visitors the city expects to attend its 300th birthday events. Norfolk is gearing up for a year-long party and sights are set to make that a gigantic success.

Pointing the way toward success in '82 are tried and true events of the recent past which are becoming more and more popular with each happening. The second Harborfest this past May was attended by approximately 250,000 visitors. City fathers are quick to point out that it is difficult at times to determine who among the strollers are one-time, in-for-the-week visitors, and who constitute the residents, especially in a Navy town. Still, the five-day event—from water shows to lobster and shrimp feasts—is becoming an enormous attraction for visitors. Another water event was completed in early October—the second annual Norfolk International In-The-Water Boat Show, which is fast stealing the thunder of other boat shows along the coast such as that held at Annapolis, Md. And, of course, there's the annual Spring rite—a tribute to NATO, and

sponsored by the Chamber and the city—the International Azalea Festival, held in late April at the Gardens-By-The-Sea. (For "Old Navy," it was originally called Azalea Gardens.)

It's difficult to separate Virginia Beach from Norfolk when speaking of the region. This past September, Captain Danny J. Michaels, a former commanding officer of the Oceana Naval Air Station, reigned as King Neptune VII at the 1980 Virginia Beach Neptune Festival. That was the first time that a member of the military was selected for the honor. Michaels wasn't named just to fill a slot; his selection by the Virginia Beach Chamber of Commerce was yet another instance where the civilian community reached out and recognized the Navy in the area.

Norfolk, actually the whole area, became victim of bad press last August. A major metropolitan daily "up north" hit on an old survey run by another newspaper well known in Navy circles and reported it as a stellar news event. The newspaper articles repeated the old lines like there being too much military in Norfolk, which makes one wonder what there's too much of in towns like Wilmington, Del., or Rochester, N.Y., to say nothing of Hartford, Conn. Other comments were



Above: Early morning traffic enters Gate 2; **left:** spectators at the Neptune Festival; and **below:** Hampton's New Market North Shopping Center.



that there are too many ships and too many people—in New Ycrk there are too many taxi cabs and, again, too many people. But the line that really hurt was the one that said local people are cold and indifferent toward Navy people.

Cold? Spend a few days in the town and you take some things for granted. "Have a nice day," is echoed in practically every store by the sales help and

those people don't even own the businesses. Indifferent? Talk with Jim Bryan of the Better Business Bureau or Bill Jonak of the Chamber of Commerce and you'll learn that Norfolk would revert to being a small fishing village in pretty short order if the twins in tandem—Navy and Norfolk—ever split company. Remember, we said the economic impact is better than \$3 billion a year. Some towns in New England should be so lucky.

"There's no negative feeling here," said Jonak. "You're not going to find a businessman saying 'We don't want a sailor coming into our establishment'."

About the Navy people, Bryan said, "Those people represent a lot of spending within the community—several millions of dollars in

payroll alone. . . The Better Business Bureau is pleased to help Navy people anyway we can. Those people mean a great deal to our economy."

Another Chamber of Commerce member, Buddy Watson, who is also chairman of the group's Armed Forces Committee, said that there's no doubt that a lot of military people don't care for Norfolk but they don't speak for the majority. "I've talked to a young Marine—an E-4—who told me, no, he doesn't like being in Norfolk. He'd rather be back home. But that Marine was mature enough to also state that, since he couldn't be back home, Norfolk wasn't such a bad place to be."

Mayor Thomas and members of Norfolk's Chamber of Commerce rather felt like they were dealt a bad hand and that much of the bad press is the result of things not "being balanced". Things like that usually happen when a reporter sails into town with fixed notions and ideas; "writing" the story is just so much filling in the blanks.

"Talk to a teen-ager," the mayor said, "and you get a teen-ager's idea of life in Norfolk."

Then, the mayor echoed a thought which one hears throughout the area: "If Norfolk is such a bad place to live, how come so many retirees come back here to live?" Which can be answered by still another question: Can thousands of people be wrong?

One doesn't have to go far to get the

Twins in Tandem

retirees' viewpoint; Ocean View's Branch 60 of the Fleet Reserve Association is good for a start. A good majority of that branch's membership (FRA is a worldwide organization with more than 350 branches) is made up of retired Navy people and Marines.

Anger is hardly the reaction of Branch 60 members to reports circulating that Norfolk is the pits. Rather, the immediate reaction is a quizzical look, a shake of the head, and the exclamation, "Not that, again!" These people have heard it all time and again—everything from the derogatory remarks to the bit about sailors and man's best friend keeping off the grass. Like sea stories, they're repeated from one generation to the next, embellished with each retelling, and the newest generation always figures it heard it first.

For the majority of retirees, like those at Branch 60, Norfolk was the logical place to return after retirement.

"Let's face it," one said, "the jobs are here and the living isn't as expensive as some other places. Besides, we all have something in common; we've shared something in the past and we have a bond."

As if to prove it, a visitor, one evening, happened to mention "The R4D's on the ice" and before you could order a cool one, three other guys in the room "had been there"—the Antarctic. Mention an R4D in Denver and six people will tell you where you can catch that bus.

Not readily visible, at least to the person making a hit and run visit, is Norfolk's ongoing concern with regard to its relations with the Navy, es-

pecially the thousands of shipboard personnel who come in contact with the city. In 1975 the Armed Forces Committee of the Chamber of Commerce executed a survey of services and needs specifically addressed to Navy personnel—those at the Naval Station, the Naval Air Station, Little Creek and, particularly, those aboard ships. One of the areas found wanting was bus transportation. Unlike many such surveys which seem at times to be



Below: Businesses and shoppers alike get a fair shake from the local Better Business Bureau; bottom: Tidewater is a fisherman's paradise; right: recreation abounds; and bottom right: new construction tells of the city's rebirth.



shoved to the back of a drawer, the committee accomplished another survey in 1980 and compared it to the one five years earlier. Improvement was shown in several areas, especially in communications between the city and Navy people. But, the transportation question had not, for some unexplained reason, really improved. The Navy people who were new to town and didn't know their way around, still found the bus service to be a mystery.

"Our transportation people may have gotten kind of lax the past few years," was the conclusion of Watson and others. "Now they're putting up direction signs at the bus shelters on base, showing how to get about town by bus." A small concern, perhaps, but one that's been addressed.

"And, we've changed our whole approach and we've gotten away from the cocktail parties for senior officers," Watson added, explaining another direction taken by the Armed Forces Committee. "Now, we look at how to address a specific problem of enlisted personnel, such as the transit system.

"This doesn't mean that programs for officers are out in the cold; they're continuing. But city officials are trying to expand their approach, their outreach."

Some of that outreach centers on the Sailor of the Quarter and Sailor of the Year programs (including the Navy Day luncheon) and how the Chamber and its Armed Forces Committee recognize top performing individuals. Vanessa Ward said, "Our hospitality committee goes to the base and makes presentations to these people—whether it be a mace (a stickpin copy of the city's solid silver mace dating back to pre-Revolutionary War days) or an enscribed plaque. The winners get a lunch at the Omni—Norfolk's top hotel—or even a week's stay there, depending upon the title won.

"These are outstanding military people and we want to recognize their effort," said Ward.

Another segment of the city's concern, especially for young enlisted people, deals primarily with shipboard

personnel, since many do not have families in the area. "Last year, on December 12, we had 65 young enlisted people invited to civilian homes for dinner. This, for lack of a better name, is our Christmas Dinner Program. It was so successful and enjoyed so by our guests, that we'll probably expand it to 200 this year," said Watson. "And we've expanded it to include Thanksgiving."

There's concern which is shown all year long. Watson, who also works with the Navy "Y" out in Ocean View, spoke of his concern for "the good kids," who spend their evenings at the "Y", ignoring the cheap bars which occupy the same area. These guys are hardly considered goody-goodies, the clipjoints just have no appeal to many of today's young people.

The BBB's Jim Bryan wonders, as well, about the young Navy people who are forced to use Ocean View as their stomping ground. He wonders as an adult in his 40s, what appeal this area has to some. He wonders, too, about their lifestyle and what the business community can do to turn things around for them.

One of these days, Bryan states, he's going to find out: He wants to get into a pair of old blue jeans and leather jacket and tour those bars and clipjoints in company with senior Navy of-

ficers dressed the same way. He wants to know what it's like to nurse a couple of beers and feed pinball machines with just the small amount of cash he'll have on him that night. In other words, he's not about to knock a way of life until he's walked a mile in another man's shoes. One half of a person's concern, it seems, should be made up by education.

Trouble, right here in River City? Well, maybe. But Chamber members are quick to point out that fraternity homes along Norfolk's Colonial Avenue aren't exactly nunneries, either.

Concern, too, is shown often when city officials meet ships returning from deployment. This has been going on for the past 20 years. Six months is the cut-off; otherwise they'd be running themselves ragged greeting every tug that made a round-trip to Portsmouth. Largest turnout recently by the city was when the Indian Ocean Battle Group returned. It's the city's way of saying, "Glad to have you home, again."

With concern comes involvement. Last August, the business community helped out the Navy when the nuclear cruisers USS *Texas* (CGN 39) and USS

Norfolk boasts of some of the finest shopping centers in the nation.



Twins in Tandem

Arkansas (CGN 41)—recently commissioned—met on the field of combat, in flag football. The Chamber of Commerce arranged with Norview High School to furnish their stadium for the night game. The school furnished—free of charge—the stadium, time clock, lights and the like; hotel operators, on one day's notice, put up visiting cheerleaders from the universities of Texas and Arkansas. Although the 1,400 spectators looked small in the 12,500-seat stadium, their cheers helped make the difference; some of those cheers, no doubt, were for the local community.

Okay, everyone admits that Norfolk is growing and growing for the better. Still, Ocean View remains the spot that concerns all. The third class petty officer who lives there with a wife and baby has the outright empathy of everyone. All know that life for that sort of man is no picnic and the life of a seaman in similar straits has got to be the worst, pay raise or no pay raise. Rome wasn't built in a day and Norfolk has no illusions about Ocean View.

"Little by little," said the Chamber's executive director, James Fairchild, "we'll pull out the bar strips. . . It's fairly clean except for that."

Ocean View is still considered a family beach and, despite the rag-tag look of some of the property there, no one is knocking the swimming. That area, in fact, was once the city's resort and it would delight all concerned if Ocean View could return to that way of life.

Come Home in '82. To what? To a new city. One that's had a rebirth and has brought about some definite, lasting changes. For instance:

- If you are looking for East Main Street, forget it; it is no more.

- If you remember the honky-tonks and the girly joints of yesteryear, forget them, too. The police got tough (as the mayor said, "I suspect police get tough when tough is called for") and shut most of them down. There are only a couple of streets down by the water with sleezy bars, but most look

like they're having trouble meeting last month's rent.

- There's a hallmark of a building in town called Scope—named after the kaleidoscope because of the ever changing events which take place there. It's Norfolk's multifaceted convention and cultural center.

- Then there's the Chrysler Museum on Olney Road, built in 1971 to house the art collection of Walter P. Chrysler Jr., and since expanded to house the Norfolk Museum (founded in 1933).

- The MacArthur Memorial, hard by City Hall and the financial district.

- For theater, and similar entertainment, there are places like NARO, the Wells, the Virginia Opera and the Virginia Philharmonic—all giving voice to the fact that the "New Norfolk" is something to be heard as well as seen.

- In recent years, Hampton Boulevard has had a facelift comparable to the downtown area. Gone are the bar strips and associated clip-joints; only well-kept roads and grass lie adjacent to the main gate of the station.

- Navy housing has sprung up at several locations, all the way to

Virginia Beach—5,680 units, along with 96 mobile home sites. Ben Moreell Housing is no longer the only housing available in the area and, in fact, Ben Moreell is undergoing a major repair evolution. Only the outer walls remain, everything else has been updated and renovated, from kitchen cabinets to major alterations of rooms within each unit.

Before one thinks that all of Norfolk's changes came about overnight, it should be remembered that the city's renewal—again, rebirth—came about in the early '60s, perhaps even before that. Among the earlier changes was the overhaul of lower Granby Street into a modern, traffic-free shoppers' mall. The Golden Triangle Hotel—now the Holiday Inn Scope adjacent to Scope itself—was one of the earlier pieces of new construction followed in short order by the rebuilding of much of the waterfront, and the building of the Omni, along with the complex of new office buildings in the vicinity of City Hall.

Some old-time edifices held out, retaining links with the past, notably St.

In the financial district, walkways connect the various buildings.



Paul's Episcopal Church, complete with Lord Dunmore's cannonball lodged near its roof. Back in the American Revolution, little remained after the burning of Norfolk by the British except St. Paul's and Dunmore's cannonball.

Today, for those who haven't viewed this Navy town in decades, there are wide expressways leading to and from the downtown-waterfront area. These ribbons of concrete retain their old names, adding only an occasional route number: Virginia Beach Boulevard still exists, so do Brambleton Avenue, Princess Anne Road and others. One has to look down to see Berkeley, however; they built an expressway over it.

Norfolk's residents—the locals—love their town. People like Ann Reid of the Convention and Visitor's Bureau, speak of the town with an enthusiasm which is hard to dampen. Sure, promoting Norfolk is her job but Ann relishes talking about Norfolk. She'll tell you of the discos, the theaters and the other night life that everyone enjoys—especially the single guys from the ships.

Ann practically insists that visitors stop by Doumar's on 19th and Monticello and sample the ice cream cones, the making of which date back to the St. Louis Exposition of 1904, some would even say the Holy Land as well. But that's a still longer story.

The man who operates the machine is actually older than the apparatus—80-year-old George Doumar, late of Ocean View and later, still, of New York's Coney Island. The St. Louis machines came to Norfolk with the Jamestown Exposition (the buildings of which today dot the Naval Station) and the Doumars started in business in Tidewater about 1914. Upshot of this disjointed tale—taken out of context from one that's a history in itself—is that Doumars is now a popular drive-in, a throwback to the 1950's, with George thrown in as well. Most days, customers watch fascinated as George operates his machine, making cones which only your grandmother would dimly remember. The banter and an-

tics, we're told, are something else.

Want to see a top Broadway show? Hey, Norfolk's got them at Chrysler Hall. Want a close up look at the harbor you may not have seen in years? Try the *Carrie B.* and get a passing look at Jacques Cousteau's *Calypso*. Ann's list is almost endless.

While some in Norfolk fume that "This place is the pits," many others rank it on a higher scale. It may not be John Denver's idea of "almost heaven" but, for thousands, it comes pretty close. And there's an interchange between Navy people and local residents.

One would expect a minister in a Navy town to say, "I can tell you immediately that this church could not survive without Navy people." But the straightforward way the Rev. Joel Morgan of Norview Baptist Church puts that statement, can turn a doubter into a believer.

The pastor and his assistant, the Rev. Hal Whitley, make no bones about the caliber of Navy people who serve their church. "If the Navy had not brought these people to us," said Morgan, "we would not have had such resourceful people available to us. They're disciplined in their living which is an important factor in Christian life.

"For that matter," he adds, "discipline enters life wherever you go, whether it's working or serving in the church or the secular world."

Norview Baptist's 1,200-member congregation includes a healthy dose of Navy people—ranging about 15 to 20 percent of the total. They take an active role in church work, classes, Bible study and serve, as well, on committees and work groups. Certain of them, like retired Navyman Iver Jones—who manages the church's property—work with the church full-time, do not accept a cent in pay, and live only on their Navy retirement. "He hasn't accepted any other job," said Morgan, "he just made himself available to us."

Navy wives are active members of the church's family and one serves as the secretary, as have many in the past.

Employment for wives, it has been

said, erroneously, is almost nil in Norfolk. Don't believe that. The fact is, if a woman—Navy wife or not—has "marketable" skills, Norfolk has the jobs. Right now, the employment picture heavily favors women with secretarial or health-care skills; if they're capable, being a Navy wife is no hindrance. In fact, the business community has come to learn that these women are reliable and dedicated. Two examples, top drawer but examples nonetheless, are Peg Snyder and Chris Williams.

Peg is on the staff of the Better Business Bureau and is the Bureau's contact with more than 300 Navy Ombudsmen in the Tidewater area. She accepts calls at work and at home—at all hours—from ombudsmen seeking advice. Like some Navy women looking for a job, she visited Jim Bryan's office one day. She was hired on the spot; she had the skills the BBB wanted. The fact that Peg was a former ombudsman for the USS *Charleston* (LKA 113) didn't mar the picture.

Chris Williams is a bank officer for United Virginia, the state's largest bank. A Navy wife for 25 years, she hardly thinks of her service connection as an impediment to employment. "Sometimes Navy people come into the bank and say they've been discriminated against," said Chris. "I like to hear that now and then—it gives me an opportunity to introduce myself as a Navy wife and help set the record straight. I know both sides of the story; I know the spectrum.

"Usually, the trouble stems from cashing a check and it's easily straightened out. There's no such thing in our business community as discriminating against Navy people—that's ridiculous."

To which Venessa Ward added, "The Navy I.D. Card is practically the only identification needed in this town. With it, doors are opened."

And Norfolk is opening its doors real wide, especially in 1982. The invitation is extended to all: "Come Home to Norfolk in '82."

You say you forgot your I.D. Card? Tell them All Hands sent you.—JFC

Heritage- Fore & Aft

USS Samuel Eliot (FFG 13)





Boston's historic Charlestown Navy Yard was the setting for the commissioning of the Navy's seventh *Oliver Hazard Perry*-class guided missile frigate, USS *Samuel Eliot Morison* (FFG 13), on Oct. 11.

The contrast between the Navy's newest commissioned frigate berthed aft of the world's oldest commissioned frigate provided a historic setting significant in honoring Rear Admiral Samuel Eliot Morison, USNR (1887-1976).

A native of Boston, this legendary sailor and scholar was an internationally acclaimed naval historian and a recipient of two Pulitzer prizes for his literary accomplishments.

The ship's motto, "The past is prologue," embodies the admiral's spirit, character and penchant for history.

—Photos by PH1 Jim Preston



Bearings

Computer Whiz Honored

Not many naval officers dine with the king and queen of Sweden but Captain Grace M. Hopper did and she took it in stride. The captain is an internationally acclaimed computer scientist and a special advisor to the Commander, Naval Data Automation Command. She was invited to Sweden to receive an honorary doctorate in engineering from Linköping University.

In a deviation from policy, the Swedish government permitted Hopper to wear her uniform during the presentation ceremonies. Sweden is a neutral country and foreign visitors usually are not allowed to wear military uniforms.

In another ceremony conducted in Lewisburg, Pa., Bucknell University awarded Hopper an honorary degree—this one a doctor of science. In a letter to Hopper, Bucknell's president said, "Your pioneering contributions to the development of computer systems and computer programming have won for you an international reputation and the respect of all who honor excellence."



Hopper, who is credited with developing the COBOL computer language, has been on active duty since 1944. The 72-year old captain is the second oldest person on active duty in the Navy.

Capt. Grace Hopper receives an honorary doctorate from Dr. Kjell-ove Widman of Sweden's Linköping University. Photo by Arne Gustafson, Studio Ostgota-bild, Linköping, Sweden, (c) 1980.

Plane Captain's Day Begins Before Dawn



It's 4 a.m.—the time when most people are asleep—but for Aviation Structural Mechanic Third Class Deborah Abdella, the day is almost half over. Abdella is a plane captain for a C-9B aircraft and she's been at work for three hours preparing the big fanjet for a 6 a.m. flight.

A member of Fleet Logistic Support Squadron 56 (VR-56) stationed at NAS Norfolk, Abdella is the first female C-9B plane captain in the squadron. Servicing a C-9 can be pretty physical but that's what Abdella likes about her plane duties.

"You get a lot of exercise in this job, but that's good," she said as she disconnected a heavy fuel hose and dragged it to the tanker truck.

Abdella likes her job with VR-56 because, she says, it also gives her an opportunity to travel and meet new people. She has been with the squadron since 1979 and has worked on helicopters and A-7s. "I was a plane captain for an A-7, too," she said.

Abdella dreams of becoming an interior designer someday but the chance to travel is what attracted her to the Naval Reserve. "I wanted to see more of the country than Matherville, Ill.," she said, "so I enlisted."

From plane captain to interior designer? Well, maybe, but for now Abdella is content wrestling with big jets rather than floorplans.

—Story by Linda Fentress
—Photo by PH1 Henry Hensel

Mmm - Good

The 1980 Captain Edward F. Ney Memorial Awards competition for outstanding food service officially ended with the presentation of awards at the annual convention of the International Food Service Executives Association in Los Angeles.

Representatives from the six Navy enlisted dining facilities judged as being the best in the Navy attended.

The 1980 Ney Award winners are USS *John F. Kennedy* (CV 67), aircraft carrier division; USS *L.Y. Spear* (AS 36), large afloat division; USS *Hepburn* (FF 1055), medium afloat; USS *Esteem* (MSO 438), small afloat; NAS

Whidbey Island, large ashore, and Naval Weapons Station Charleston, small ashore division.

Assistant Secretary of the Navy Joseph A. Doyle praised the winners and the Ney awards program for promoting excellence in Navy food service and improving food service throughout the fleet.

As a special treat, representatives from the first, second and third place Ney Award recipients were participants at a two-week course in advanced culinary skills at the Cornell University School of Hotel Administration in Ithaca, N.Y. Under the watchful eyes of Cornell professors, Navy mess management specialists had hands-on instruction in various phases of the food service industry from menu planning to ice carving. Preparation of a full course soup-to-nuts dinner and graduation ceremonies capped the course.



Mess Management Specialists B. Ortega, R.A. Quiambao, C.F. Still and J.E. Williams display their culinary skill.

Carnival with a Twist

The staff of Cruiser-Destroyer Group One played host to more than 4,000 Navy personnel, and their dependents, from 18 ships at the second annual ComCruDesGru One Sports Carnival in San Diego. Contestants took part in traditional events such as basketball, golf, volleyball, tug-of-war and horseshoes. But this carnival had some new twists—competition in knot tying, pipe patching, cake baking and telling the best sea story.

Dependents and guests participated in events such as frisbee throwing, distance runs and three legged races.

Overall winner of the Navy competition was USS *Dixie* (AD 14), with USS *Long Beach* (CGN 9) second and USS *Halsey* (CG 23) third.

Cake baking: Almost as much fun as telling sea stories.



Bearings

Recruiter Advanced Under New Program



Chief Missile Technician Daniel E. DeLong receives help donning his newly acquired Chief's hat from Rear Admiral Floyd H. Miller. Assisting are Commander Daniel G. Kauffman, Commanding Officer, Navy Recruiting District, Michigan, and Master Chief Charles A. Solis, Chief Recruiter of NRD Michigan. Photo by PH1 Don Sallee.

Missile Technician First Class Daniel E. DeLong of Navy Recruiting Station Monroe, Michigan, was the first of 12 recruiters to receive meritorious advancement under the Navy's new Recruiter Incentive Program. He was advanced to Chief Petty Officer in October 1980 by Rear Admiral Floyd H. Miller, Commander Navy Recruiting Command.

Known as the Freeman Plan, named after Rear Admiral D. L. Freeman who helped develop an equitable incentive package for recruiters, the Recruiter Incentive Program requires a minimum of 12 months of superior recruiting performance for an individual to qualify for an award.

"We designed the plan to increase the productivity of recruiters and to recognize recruiters with above average productivity through an ascending order of awards. The plan also encourages quality recruiting by awarding more points for better qualified applicants," said Admiral Freeman.

Chief DeLong was selected for advancement on the basis of his standing among other recruiters for the 12-month period ending September 30. He accumulated 7,864 points for 83 new contracts, which equates to 352 man-years for the Navy.

Other recruiters who were meritoriously advanced were Chief Aviation Machinist's Mate B.R. Morgan, Michigan district; Chief Navy Counselor M.E. Caymol, Columbia district; Senior Chief Aviation Structural Mechanic G.D. Goodlet, Nashville district; Radioman First Class J. Jackson, Memphis district; Chief Aviation Maintenance Administrationman H.M. Booker, Cleveland district; Chief Navy Counselor R.L. Settle, Dallas district; Chief Machinery Repairman F.L. Cousins, Seattle district; Chief Aviation Support Equipment Technician J.H. Scott, Chief Yeoman L.G. Dougherty, and Chief Electronics Technician A.O. Wentzel of San Diego district; and Chief Ship's

Serviceman H.E. Durzewski Jr., Buffalo district.

In vying for awards, the only competition recruiters face is in the area of their own productivity. Production points are determined by the number and quality of new applicants recruiters enlist per month. The Freeman Plan credits more points by directing efforts toward outstanding prospects than by trying to enlist a greater number of less qualified persons.

Recruiting duty is not for everybody, but the Recruiting Command needs ambitious Navy men and women, officer and enlisted, to volunteer for recruiting duty. The job requires a positive attitude, enthusiasm, an ability to talk to people about Navy opportunities, and dedication. Recruiting young people into the Navy can be one of the most rewarding jobs a Navy person can fill. Now, in addition to taking pride in an important job and receiving great self-satisfaction in a job well done, recruiters also have an opportunity to earn meritorious advancement plus other awards through the Freeman Plan.

A Different Cruise

Midshipmen from Northwestern University Naval ROTC unit participated recently in a unique cruise on Lake Michigan. The Marine Navigation and Training Association, a group of Chicago businessmen, hosted midshipmen and NROTC staff members aboard the *Manatra II*, a former Coast Guard cutter owned by the association.

The seven-hour training cruise, which departed from Great Lakes Naval Training Center, included various drills and training exercises. Midshipmen stood various watches aboard the ship.

The *Manatra II* owned solely by members of the Marine Navigation and Training Association, is primarily operated throughout the year to train Navy League Sea Cadets and Sea Explorers.

Worden Moves to Pearl

After nearly nine years operating out of Yokosuka, Japan, the guided missile cruiser USS *Worden* (CG 18), this September, pulled into Pearl Harbor, Hawaii, its new home port. The ship will undergo a major overhaul and refit; *Worden* is the last ship of its class to get extensive modernization of its combat systems.

Commissioned as a guided missile frigate in 1963, *Worden* served with the Seventh Fleet under the Navy's Overseas Family Residency Program since 1971. During its first two years overseas, *Worden* steamed nearly 150,000 miles in support of combat operations off the coast of Vietnam.

Participating in numerous exercises, *Worden* supported carrier operations and conducted search and rescue missions. At the end of the U.S. involvement in Vietnam, *Worden* served as one of the evacuation ships.

In 1975, *Worden's* designation was changed from guided missile frigate (DLG 18) to guided missile cruiser (CG 18).

Following an 11-month overhaul, *Worden* rejoined the Seventh Fleet and took part in several joint exercises with foreign navies.

Before coming to Pearl Harbor, *Worden* deployed to the Indian Ocean. The ship and its 370-man crew steamed more than 28,000 miles, spending only 13 of its 115-day deployment in port.

On the homeward journey, the crew wasn't alone. The ship sponsored a

"tiger" cruise for family members and relatives. When crew members and "tigers" arrived at their new home port, they gave notice: flying a 192-foot pennant from its mast, *Worden* came to Pearl Harbor with a foot of flag for every officer and enlisted crewman aboard who had been with the ship for more than nine months during its overseas deployment.

Among *Worden's* accomplishments are two citations for the Navy's Humanitarian Service awards, two Battle "E" Efficiency awards, Meritorious Unit commendation, Armed Forces Expeditionary medal, Vietnam Service and Campaign medals.

The ship is commanded by Captain Carl A. Nelson.

Mine Force Moves In

The harbor of Charleston, S.C. had been mined by enemy units. A naval force with more than 2,000 officers and men moved in to clear the way for bottled up fleet units.

Although the setting could have been from a Hollywood epic, the scenario is from Solid Shield '80, which included the largest mine-countermeasure rehearsal conducted by U.S. forces since World War II.

Led by Commander, Mine Squadron 12—Captain C.R. Christensen—ocean minesweepers, minesweeping boats, divers and support units successfully cleared the harbor of "enemy" mines during the 18-day exercise. But, most importantly, according to Christensen, "the rehearsal was probably one of the finest assessments of our Navy's countermine capability in at least two decades."

The exercise also showed that mine warfare, used effectively as long ago as the Civil War, continues to be a potent force.

Today's Navy has only two existing mine squadrons, made up of 25 wood-

en hulled vessels supported by coastal and harbor vessels. Both of these squadrons were transitioned into the Naval Reserve Force between 1969 and 1972.

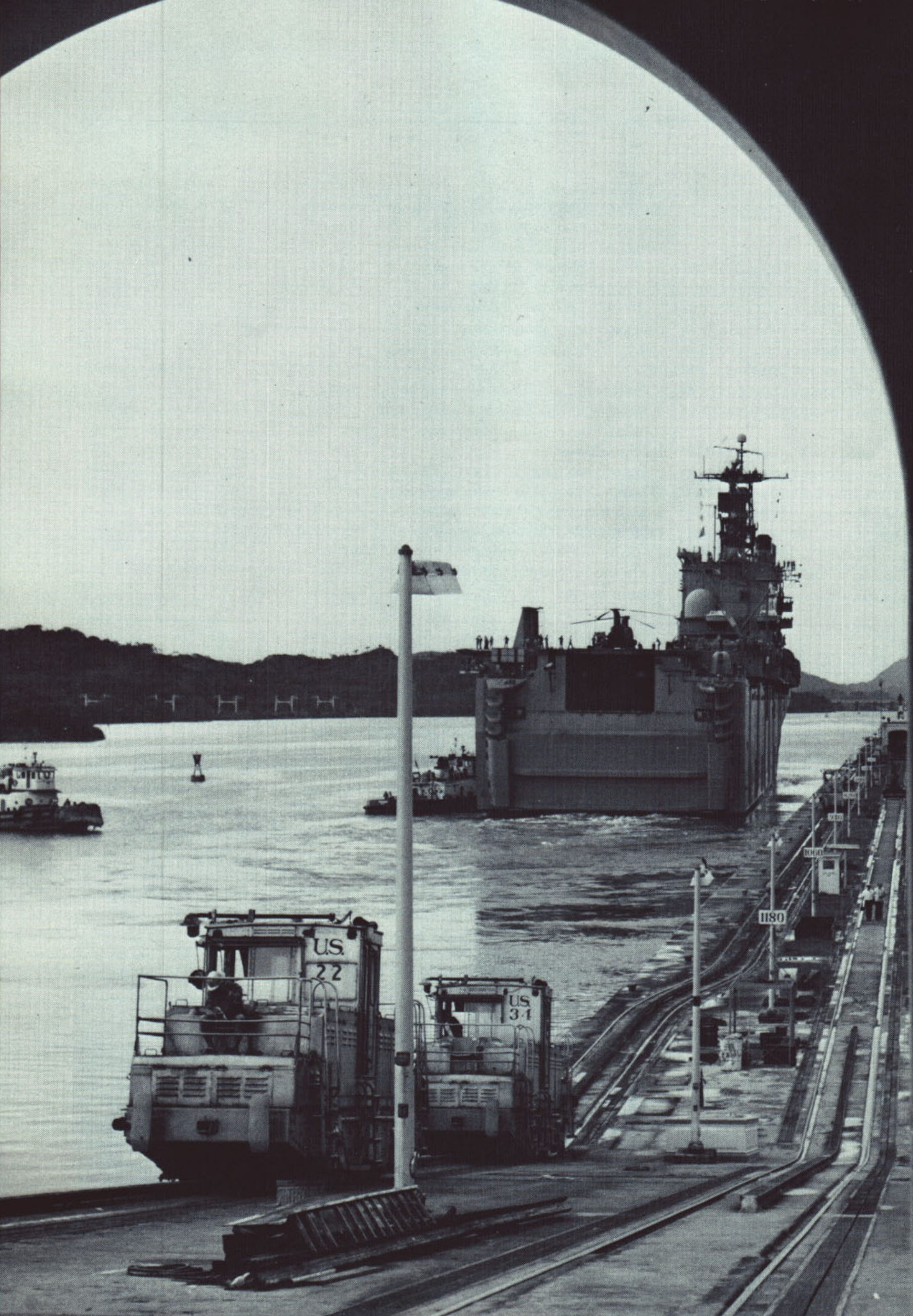
The squadrons, one each on the East and West coasts, have a total manpower of about 2,200 officers and men. That number is almost equally divided between active duty and reserve personnel.

Commander Charles S. Davis,

creator of the mining scenario used in Solid Shield 80, and also the commander of Mine Division 121, said of the mine force's transition to the Reserve Force: "Because of the extremely old equipment aboard our ships, it may have been the Mine Force's luckiest stroke. It saved these ships from the boneyard and retained many veteran reserve petty officers capable of operating and maintaining the gear."

—By LCDR A.T. Hamilton





USS Peleliu

The Odyssey Continues

USS *Peleliu* (LHA 5), the first ship to carry the name of the World War II South Pacific battle of Peleliu, was commissioned in Pascagoula, Miss., May 3, 1980. It was a beginning—as all commissionings are—for this fifth and last of a class of warships designed to provide a new concept in amphibious warfare.

For a handful of crew members, however, their odyssey with *Peleliu* began long before commissioning. It was Oct. 1, 1979 when Captain Thomas P. Scott, commanding officer, established the precommissioning detail at Fleet Training Center, Naval Station San Diego. It marked the beginning of months filled with long hours, hard work, excitement and comradery for the 729 sailors who would serve on *Peleliu*.

In mid-October, the skipper led the way to Pascagoula, Miss. (where LHA-5 had been under construction since November 1976) to establish *Peleliu's* on-site precommissioning unit and prepare for the first contingent of crew members. *Peleliu's* executive officer, Commander Paul E. Guay, remained in San Diego to head up the precommissioning detail.

As more people checked into precom San Diego, the training program gained momentum. Crew members

were required to take general damage control and general firefighting courses. Then, depending on job assignment and rating, more specialized courses were scheduled. No matter what a crew member's job was to be, the objective remained constant: prepare each individual to serve aboard *Peleliu*, the newest, most sophisticated and versatile amphibious assault ship in the fleet.

Upon completion of training in San Diego, crew members journeyed to Pascagoula, where *Peleliu* was then in the final stages of fitting out. By April, the entire ship's company had moved aboard and the final countdown to commissioning had begun. Activity throughout the ship and in the yard

reached a feverish pitch as crew members worked to ready *Peleliu*. The term "shipmate" took on a new meaning as the crew proudly brought the ship around to make it ready for the fleet.

May 3 arrived sunny and clear—and *Peleliu* was ready. Chief of Naval Operations Admiral Thomas B. Hayward was principal speaker; Mrs. Hayward was the sponsor. Other distinguished guests included Arthur J. Jackson and Everett P. Pope, U.S. Marine Corps Medal of Honor winners from the Battle of Peleliu, and Charles H. Matsutaro, representative of *Peleliu's* Chief Isao Obak and the people of Peleliu Island. The ship's crew that had worked and trained so hard

Left: *Peleliu* departs Miraflores Lock, in the Panama Canal. Photo by PH3 Joe A. Kalentkowski. **Right:** *Peleliu* arrives at NAS North Island. Photo by PH3 Keith Halstead.



USS Peleliu

now became plank owners—members of an exclusive group limited solely to ships' commissioning crews.

And then, it was May 13, *Peleliu* and its crew were at sea—many for the first time. Also aboard was a composite Marine Corps Helicopter Detachment: CH-53, CH-46, and UH-1N aircraft and Marines from HMH-361, HMM-163 and HML-167. Flight operations were conducted frequently during transit and the ship's 500th landing—with an HMM-163 CH-46—was logged on May 30.

On May 17, *Peleliu* arrived in Colon, Panama, to begin unrigging for transit through the Panama Canal. On May 20, with 600 visitors aboard (employees of the Panama Canal Commission and members or dependents of U.S. military activities in Panama), *Peleliu* departed Colon early in the morning.

The ship's beam of 106 feet left little clearance in passing through canal locks as narrow as 107 feet. However, cooperation was the byword and 12 hours later, *Peleliu* tied up in Balboa,

on the Pacific side of the canal, with her new "ditch-digger" crew.

After five days of rerigging, the ship departed Balboa and entered her Pacific homewaters. One hour out, LHA-5 conducted flight operations with UH-1H, OH-58 and CH-47 helicopters of the U.S. Army's Panama-based 210th Aviation Battalion. The Army crews obtained some rare ship-board recovery and launch experience and the evolution went on without a hitch.

The second day out of Balboa, *Peleliu* entered the watery domain of Neptunus Rex. On May 28, the amphib's hardy but green pollywogs were initiated into the Society of Shellbacks. The "certification" was followed by a barbecue on the flight deck. By the end of the day, the ship had assumed a northerly course away from the equator for Mazatlan, Mexico. At that point, it claimed the record for the shortest period between commissioning and crossing the line: 25 days.

Mazatlan provided a welcome

respite for the crew who enjoyed four days of sun, relaxation and recreation. Then, it was June 7 and *Peleliu* was en route to San Diego.

Most of the events that the newly-commissioned amphib and her crew





had participated in during this initial transit were "firsts"—and the under-way replenishment with USNS *Taluga* (TAO 62) was no exception. At a June 8 rendezvous off the coast of Baja, California, *Taluga* pumped more than 600,000 gallons of diesel fuel, marine plus an additional 100,000 gallons of JP-5 before the two ships separated.

On June 10, *Peleliu* arrived at NAS North Island. On June 11, more than 600 guests (dependents of the crew and members of various civic organizations) embarked in *Peleliu* for Long Beach. During the eight-hour transit, the guests enjoyed a hearty breakfast and lunch, a talent show and some sunning on the flight deck.

The long journey was coming to an end; *Peleliu* arrived in her new homeport of Long Beach on the afternoon of June 11. But the end of this journey also marked a beginning—the beginning of duty with the Pacific Fleet for LHA-5's enthusiastic and dedicated crew. And so, *Peleliu's* Odyssey continues.

—Story by LT R.L. Simeral

New experiences for the newly commissioned Peleliu come one after the other: Admiral Hayward (opposite, top) at the commissioning ceremony; coming through Gatun Lock (opposite, bottom) and at-sea flight operations (left). Photos by PH3 Kalenthowski, IC2 Dan Swink and PH2 Alan D. Morris.

The Battle for Peleliu Island



According to General Roy S. Geiger, USMC, the battle for Peleliu was the toughest of the entire Pacific war. From the time the initial wave of Marines hit the beaches on September 15, 1944, until the fury of combat was finally settled, the 1st Marine Division suffered 6,526 casualties; 1,252 were killed in action.

On October 16, a month after the initial assault, the Marines

were relieved and the final reduction of Peleliu was assigned to the U.S. Army's 81st Infantry Division. Finally, on Nov. 15, the 81st Division overcame the last enemy resistance and Peleliu was in American hands.

The importance of Peleliu is a matter for speculation now but history records that nine days after the assault phase was declared complete, General MacArthur invaded Leyte. His flank had been secured and the Pacific war entered a new and decisive phase.

A 1944 photograph of a Marine ready to go into action during the Battle for Peleliu.



U.S.F. Constellation

Preserving America's Oldest Warship

United States Frigate *Constellation* glided across the Patapsco River last July, looking as if it were only recently built. To many watching from the pier at Harborplace in Baltimore, the ship's condition must have seemed the result of a minor miracle.

Returning to its berth from an eight-month stay in Bethlehem Steel's Fort McHenry drydock, the 183-year-old frigate had received \$1.5 million worth of repairs—most of them below the waterline. This latest overhaul was only another episode in a preservation effort spanning 25 years.

Since 1955, the struggle to keep the "Yankee Racehorse" afloat has fallen upon the citizens of Maryland, especially Baltimore. And there were times when America's oldest warship—launched on September 7, 1797—stood on the brink of destruction, without enough funds to take care of its rotting, neglected frame.

How is it that this star in our naval war against France (1798-1801), which met and defeated two strong enemy ships in that conflict, was allowed to fall into such a state? No blame can be leveled to any particular source. It's just that time and a healthy dose of neglect took their toll on the fiber and spirit of U.S.F. *Constellation*, ulti-

mately doing more damage than any French broadside.

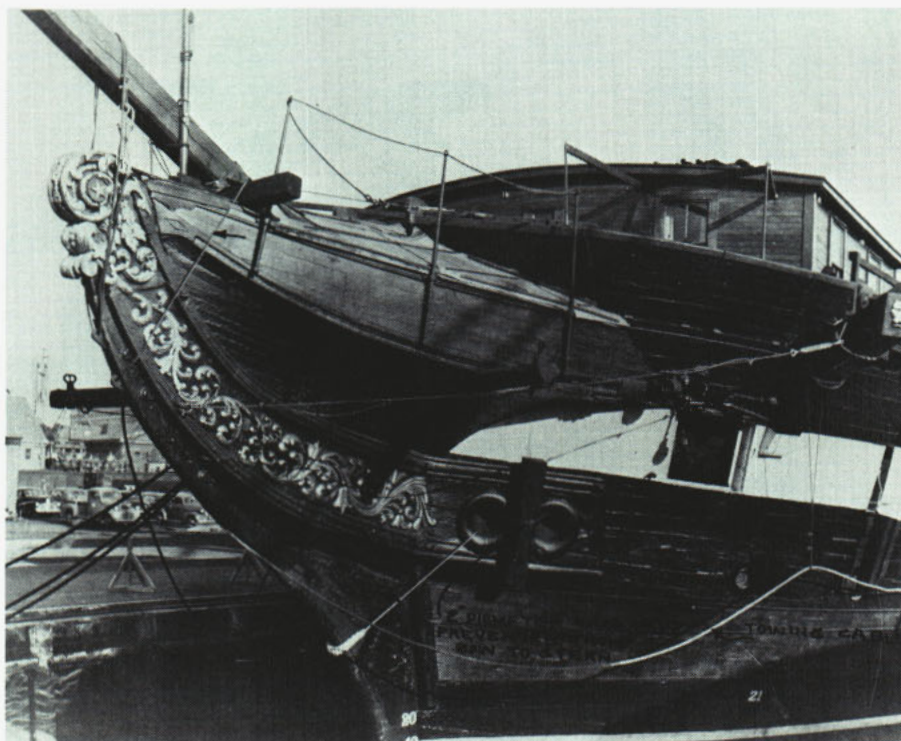
To history, it's a major miracle that *Constellation* has survived; most old warships do not. There are only a handful of exceptions to the rule that naval ships never survive after outliving their practical use. Even if a vessel is the last of its kind, which makes it the nautical equivalent of a rare document, it usually meets an ignoble fate: scrapped, sold or sunk.

Constellation, however, was lucky because its fate mattered to enough people—people who made a difference. For the Yankee Racehorse, a

ship never beaten in battle, that difference meant life and not death.

Although the frigate's spectacular victories over the French men-of-war *L'Insurgente* and *La Vengeance* are its most famous achievements, it was still active more than a century after the Napoleonic Wars had ended.

Over the course of 158 years, *Constellation* fought against the French, the Barbary pirates, battled the British in the War of 1812, protected American lives during the Opium Wars, safeguarded Union commerce from Confederate raiders, captured slave ships, brought relief supplies to a



Left: It's 1904 and ice clogs New York Navy Yard where *Constellation* awaits better days.
Right: By 1947, *Constellation*'s condition is so pitiful that some feel it's beyond repair; the suggestion is that it be towed out to sea and sunk.

U.S.F. Constellation

starving Ireland, and served as relief flagship of the Atlantic Fleet during World War II.

If accomplishments were the only thing needed to keep an old ship above water, *Constellation* would no doubt be flying in the clouds. Instead, the Yankee Racehorse was ready for some naval version of the glue factory when it was officially retired from service.

August 15, 1955: United States Ship *Constellation* is stricken from the Navy List and transferred the same day to the Star Spangled Banner Flaghouse Association. A non-profit organization made up of private citizens—mostly from Baltimore and the surrounding area—took custody of the leaking vessel with the intention of restoring it. But the more immediate concern was to keep it afloat. The Flaghouse Association was the miracle on which *Constellation's* survival would have to depend.

Transported from Boston to Baltimore in a U.S. Navy floating drydock,

the old warship was in terrible shape. Its masts and bowsprit had been removed, and it was kept in one piece by thick cables that ran fore and aft; makeshift braces flourished on the lower decks.

The old frigate was moved around from one pier to another in Baltimore until it came to rest at Colgate Creek in 1956. The hull leaked so badly at this point that a city fireboat had to pump the ship every two days just to make sure it didn't disappear at its moorings. Eventually, constant pumping would be needed before its below-waterline condition improved.

In 1956, the Flaghouse Association took its first step to save the ship. It spent \$10,000 in an effort to halt the slow process of deterioration. The frigate's main deck was covered with layers of marine plywood and was sealed with roofing paper and tar to keep out the weather.

One year later, *Constellation* received its first paid visitors, and a

fund-raising drive began. During that summer, a fire broke out on the pier next to *Constellation* and nearly destroyed the ship. Constant hosing by the fire department was the only thing that saved it from burning.

But no fire department could save the first fund-raising drive, however, which turned out to be a definite loss. Although \$40,000 was contributed, operational expenses for the drive came to about \$54,000.

Later attempts were more successful, and by 1964 enough money had been gathered to give the ship its first major overhaul. Most of the repair work was done above the waterline, and included rebuilding the fore and mizzen masts, plus installation of a new mainmast. *Constellation* stopped looking like a hulk and began to resemble the 36-gun man-of-war that had been in action so long ago.

During the next 15 years, various repairs and additions were made. In 1971, *Constellation* spent three days in drydock having its hull painted. Four years later, a 1400-pound crosspiece was reproduced to go along with the frigate's four-ton anchor. Twenty-two replica guns and gun mounts were fashioned for the ship, completed in time for America's Bicentennial; *Constellation* was named official flagship for that year-long event.

Most of the 26 guns positioned on the second deck are fiberglass replicas, but two are genuine 18-pounders. One is dated 1798; the other's forging date is obscured, but it bears a twin-like resemblance to the 1798 piece. Another gun positioned on the main deck is a 24-pounder carronade. They are believed to have been a part of the ship's 1802 armament.

Two years ago, the mainmast was replaced again. This time, a 12½-ton length of Douglas fir was used that apparently started its life in 1785. That



Left: Vice Adm. Ingersoll, CinClantFlt, and Rear Adm. Hustvedt walk the Yankee Racehorse's decks during its World War II flagship days. Right: A rare view of *Constellation* out of water during its recent \$1.5 million overhaul in Baltimore.



U.S.F. Constellation



would make the mainmast 12 years older than the rest of the ship!

Constellation's most recent round in its fight against deterioration was called decidedly in its favor. The State of Maryland spent more than a million dollars on below-the-waterline overhaul. There is now little doubt in anyone's mind that the Yankee Racehorse will stay afloat.

As a tug gently coaxed the old warship across Baltimore's Inner Harbor, a group of invited guests strolled back and forth on the main deck, enjoying the short ride on a sunlit day. One of the guests was Lieutenant Commander Hugh Benet Jr., USNR, (Ret.), *Constellation's* curator. Standing next to the mizzenmast, he talked about the ship he knows and loves.

"The *Constellation* is one of the rarest things in this world, especially from the viewpoint of a military historian. You can actually go aboard and look at the environment you've read about. You can see how and why certain things had to be done because you've got the physical structure right in front of your eyes."

The warship is more than a symbol; its substance is that of a three-dimensional document of 18th century shipbuilding. Such documents are rare. Between the *Constellation* and *Constitution* of 1797 and Admiral Dewey's flagship USS *Olympia* (C-6) of 1892, no examples survive of American naval ship construction; at least, none that float.

"You come aboard this vessel," Benet explained, "and see how those top masts and spars can be taken down for battle, you see how the yardarms can be swung this way and that to help steer the ship, you see how the guns can be moved from place to place. And everything on this ship has a purpose. Sometimes you've got to do a little head scratching to figure out what it



Carpenters repaired hull sections with white oak members before Constellation came out of drydock. With invited guests aboard, America's oldest warship returned to its permanent berth at Harborplace in Baltimore, still afloat after 183 years.

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was, but there's definitely a purpose there."

Although the frigate was built in the 1790s, its War of 1812 plans are used as a benchmark for all repairs and restorations. Besides the historical significance of those times, they are also regarded as one of the finest epochs in Baltimore shipbuilding.

"As much as possible, we try to recreate her from the 1812-era," the curator said, "but we can't do it exactly because of later basic alterations in the construction. There are definitely some things we don't want to fool with—like moving one of the braces back to its original position, because the deck is likely to end up collapsing on top of you."

Despite the warship's many renovations and modifications in terms of materials and structure, Benet estimates the Yankee Racehorse has kept about 30 percent of its original materials—they are made almost entirely of structural members below the waterline, such as the keel and frames.

Herbert Atwell, the ship's superintendent since 1975, oversees all repair/preservation work done on *Constellation*. During this most recent drydock period, he inspected the frigate's live oak members in the hull and found the below-waterline parts in good shape. His findings seemed to justify the prediction made by a Maryland shipbuilder in 1794 when he said the ship's live oak frame "... will be perfectly sound half a century hence, and it is very probable that they may continue so for a much longer period." Like 183 years, for instance.

Last January, Leonard Schmidt—paymaster of *Constellation's* permanent crew—stood on a metal catwalk that surrounded the ship's hull, his hand resting on an exposed live oak frame.

"You can see the spots where plugs have been knocked into these ribs to fill in holes made by spikes that were removed some time before," he said. "We'll do the same thing before we put on the new white oak planking. But these original ribs are made from live oak, and if it's a good piece of wood,

then I can't drill any farther than two inches into it using a hand drill. The older live oak gets, the stronger it becomes. It's a type of wood that never really dries out or becomes brittle."

Because live oak is such a rare commodity these days, the several sections that ended up being removed were replaced with white oak, which Atwell is confident will last another 50-100 years, depending on how well it's



maintained.

White oak isn't all that easy to find either—not in the sizes required for work on a 36-gun frigate. For some reason, most lumber yards don't stock those sizes anymore.

"The length of timber we're using (40 feet) isn't the kind you just go down to the nearest lumber yard and ask for," Atwell said. "We looked all over the country for a sawmill that produced lumber of that nature, and finally found one right in our back yard on the Eastern Shore of Maryland."

While proper materials were rounded up, *Constellation* was carefully towed into Bethlehem Steel's drydock on Nov. 28, 1979; it stayed there for eight months.

The ship was eased into the dock by men pulling on ropes attached to its sides, and the hull was positioned over a row of keel blocks placed on the bottom. Underwater, divers checked the ship's alignment with the blocks. Over a three-day period, water was gradually let out of the drydock, and the ship's keel came to rest on the blocks. Then additional supports were placed under the hull, as well as inside, and the Yankee Racehorse was completely out of water for the first time in eight years.

Ted Baldwin, a representative for Bethlehem Steel, stood on the drydock floor beneath *Constellation's* hull, dwarfed by its curving expanse. "You would think that the collision of two technologies separated by nearly two centuries would cause problems with the repair work," he said.

"But that just isn't the case, because we're working with a well-known substance—wood. Even though we're working on a historical monument that was built in a different age, the men chosen for this project have no rare qualifications; it's the same type of work they've been doing most of their lives."

In the shipyard, employees of Bethlehem did all the preservation work on the hull, while *Constellation's* crew improved things elsewhere. Their efforts included replacement of wood decking around the main hatch and installation of a brand-new bowsprit.

An average of 12 company employees worked on the old warship at any given time. While all were skilled in the carpenter's trade, at least one of them was heard to shout: "What I can't figure out is how the hell they built this ship in the first place—it's beyond me!"

In the hull repair process, the first step was removal of bad outer planks, a long and tedious chore. It meant pulling out all the spikes that attached planking to the inner rib sections (futtocks). With an average of 84 spikes per plank, there was a whole lotta pullin' goin' on.

Secondly, futtocks were checked for rot; several five-foot sections were re-

placed with white oak. Then everything was doused with preservative before putting the new planking on. And that required more than a thousand new copper spikes—hand-wrought in one of the company's metal shops.

When all new planking had been installed, the seams were caulked. In an age of steel or fiberglass hulls, the demand for wooden ship caulkers isn't what it used to be. Bethlehem didn't have any on hand.

Herb Atwell is convinced the money was used where it was most needed:

"We had to subcontract four caulkers from a local firm," Baldwin said, shouting above the noise of a steam pump. "These fellows were between 60 and 80 years old—people who've caulked wooden boats most of their lives. They generally work on smaller boats but they haven't in many, many years worked on a ship the size of *Constellation* (164' long and 40' wide) because they just aren't around anymore."

The art of ship caulking is nearly a lost one. Seams between planks are

partially filled with a primary layer of cotton fiber. Then a second layer of oakum (hemp fiber treated with oil) is driven in, leaving about a half-inch indentation from the hull's outer surface.

When new wood swells with water, the caulking is squeezed and expands so that it comes even with the rest of the hull; it makes the ship watertight.

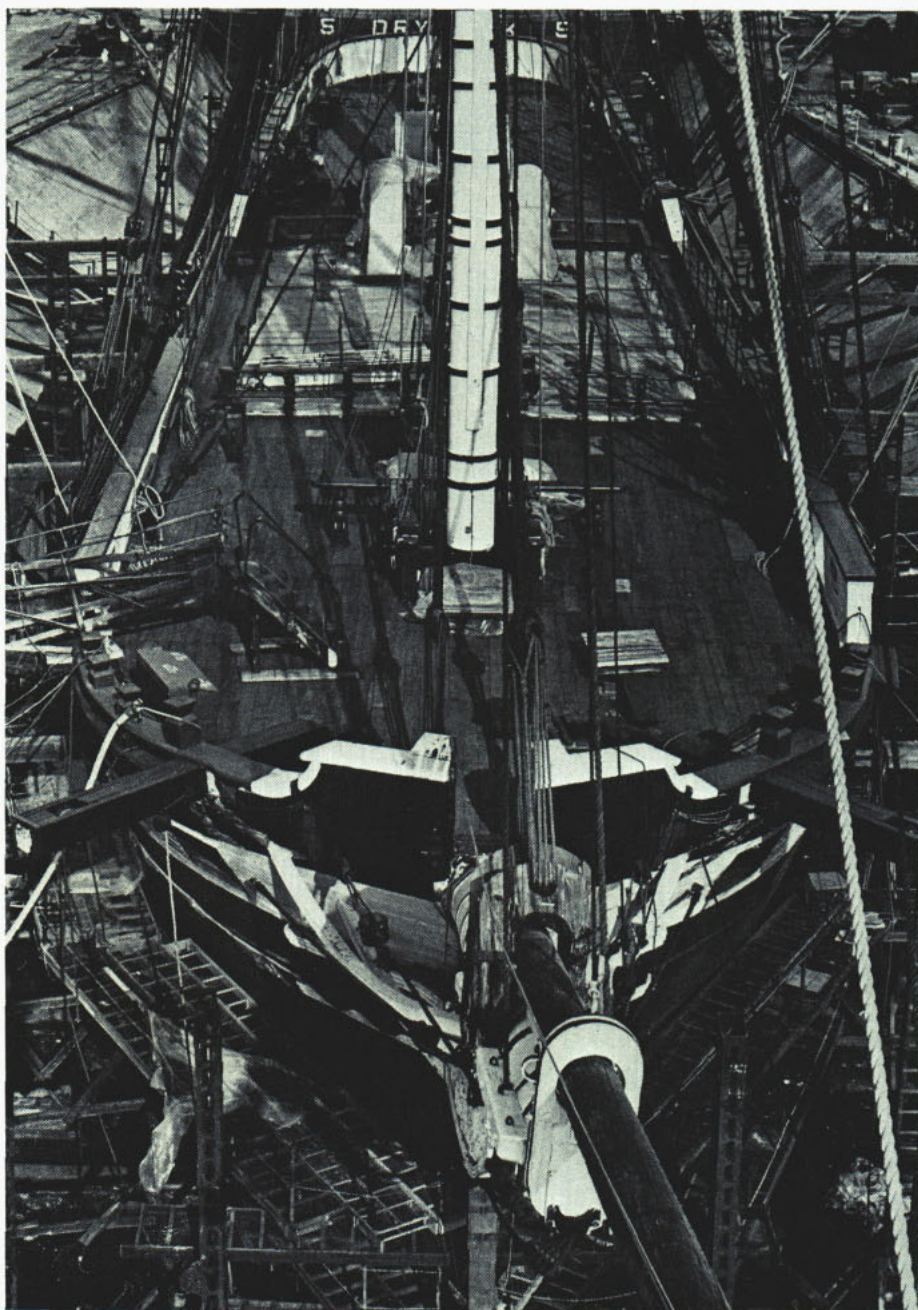
Many of the new white oak planks had to be bent to conform with *Constellation's* shape. In some cases, a plank would both twist and turn at the same time. It got to be very complex work—especially when it came to replacing part of the stern; they had to do some double-bending with sections that were only six to eight feet long.

All this twisting and turning was done with the aid of a device known as a steambox, on loan from the U.S.S. *Constitution* (IX-21). The long, square, metal device produces an abundance of steam which makes any plank that's been inserted more pliable. The steam-treated wood is taken out, placed on a metal template, bent to specifications and held in place by metal pegs. After it "sets up" in that position, it's taken off the template and spiked onto the ship's frame. Quickly. Planks won't hold those bends forever without the aid of spikes.

Despite a few minor problems, work on the frigate progressed. Each new item that went into the ship was numbered and catalogued for future identification; the newly-wrought copper spikes were stamped "BSC 1980".

Finally, replanking was finished. Several coats of primer were applied to the hull, then it was painted in traditional colors of red, black and yellow. Water was slowly let back into the drydock, and a revitalized Yankee Racehorse was towed back to Harborplace in July.

Of course, the grand irony is that people visiting the ship won't be able to



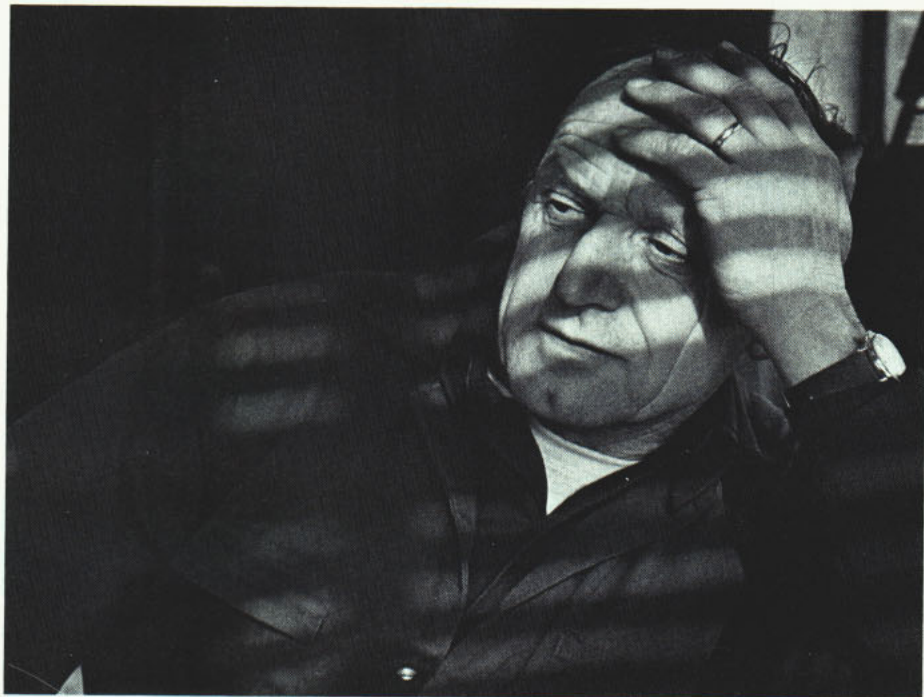
Constellation in the midst of its 1979-80 overhaul.

U.S.F. Constellation

appreciate (at least visually) the \$1.5 million worth of repair work that's been accomplished. Almost all of it lies underwater.

"You know, we could have done a tremendous cosmetic job on the ship with the money that was granted to us by the State of Maryland," he said. "But how much would that have helped if the ship ended up sinking because the hull finally rotted through? It doesn't make any sense for a ship to look beautiful if it can't be stopped from sinking first." The ship's superintendent sat in an office with the late afternoon sun streaking through Venetian blinds, casting striped shadows across his face. He held a copper spike between calloused fingers; it was made in the Washington Navy Yard and stamped "1870".

"It's very important that we keep



the *Constellation* floating. First of all, she's better off staying in her natural element instead of being propped up on shore somewhere. The *water* is the proper place for this ship—especially for a ship that's nearly 200 years old. The fact that it's even able to float after all it's been through is extraordinary."

Atwell quietly placed the 110-year-old spike on the table before him and stared at its tarnished, scarred surface. "We say leave her in the water and spend what we need to keep it that way."

At Harborplace in Baltimore, the extraordinary frigate *Constellation* remains afloat, quietly defying old age and counting its lucky stars.

—Story and photos
by JO2 P.M. Callaghan

Above: Ship's Superintendent Atwell relaxes after a full day of preservation work on *Constellation*. **Left:** Carpenters remove rotten hull sections and replace them with new white oak planking.

Mutual Aid Association Extends Membership

Since early this year, career enlisted members of the Navy, Marine Corps and Coast Guard have been able to join the ranks of officers who benefit from membership in the Navy Mutual Aid Association. In a September 23 ceremony at the Navy Annex in Washington, D.C., Admiral Thomas B. Hayward, Chief of Naval Operations and President of NMAA, officially presented the first enlisted membership certificate to Master Chief Petty Officer of the Navy Thomas S. Crow.

What this means is that after 100 years of exclusive officer membership, the Association has opened its doors to sea service members in pay grades E-7 to E-9, or with a minimum of 10 years active service. Officers and CPOs in the Naval Reserve also have been added to the eligibility roles.

By expanding its membership, Navy Mutual Aid hopes to better satisfy the needs of families by making its low cost insurance benefits and personal services more accessible.

Those low-cost benefits have just been raised from \$19,000 to \$20,000. This is the 18th increase in benefits—without accompanying increases in premium payments—since 1954. Navy Mutual plans to continue this policy.

Prompt and efficient settlement of membership benefits is guaranteed,

along with immediate help in settling commercial insurance claims and government benefits. Other services offered by NMAA deal with document safekeeping, financial planning and beneficiary claims.

The VIP (Very Important Papers) Service allows members to organize and file personal documents at Association offices until such time when these papers are needed.

Since September 1979, NMAA has had a financial planning service which already has helped more than 2,000 families. This service helps establish and maintain an up-to-date financial security plan for sea service families through a computer-generated personalized planning statement.

Low cost to members is one of Navy Mutual Aid's chief concerns. As a tax exempt, non-profit association, every cent earned above minimal operating costs is returned to members in the form of increased benefits.

Additionally, the Association holds briefings in the field when requested by commanding officers on the subjects of financial planning and survivor benefits. Last year, counseling groups made presentations to more than 7,000 officers and enlisted personnel.

NMAA's assets increased by a record amount of \$19.5 million last year to a total of \$260.1 million. At present, the Association has more than \$1 billion worth of insurance benefits in force.



Master Chief Petty Officer of the Navy Thomas S. Crow cuts a ribbon in the Navy Mutual Aid Association's Washington office to mark NMAA's membership extension to career enlisted persons. Master Chief Crow was the first to join. Flanking him are Senior Chief Yeoman F. Love of the Coast Guard and Master Sergeant J.L. Crivello of the Marine Corps. Watching the event is NMAA President, Admiral Thomas B. Hayward.

Groton's Around-the-World Homecoming

Back to the Beginning

A welcome, mingled with cheers and tears, was in store for the crew of the USS *Groton* (SSN 694) as it made its way up the Thames River in October, past the city for which it was named, Groton, Conn. It had been 188 days since the rain-threatening cold and foggy morning of April 4 when it had steamed seaward, past the New England city of its birth.

The anxiety of the 120 officers and men on board was surmounted only by the excitement and emotion of the dependents who had gathered on the pier a few miles upstream at the Naval Submarine Base New London.

This homecoming wasn't typical for a submarine back from a routine deployment. The *Groton* had circled the world; it had operated for the past six months as a unit of both the Pacific and Atlantic Fleets.

This is the second Los Angeles-class submarine to complete such an exercise. On August 24 the USS *Baton Rouge* (SSN 689) returned to its home in Norfolk after circumnavigating the globe. The first submarine to make that trip was the USS *Triton* (SSN 586) which had sailed around the world sub-

The USS Groton is guided up the Thames River to her home at the Naval Submarine Base New London. Pierside, waiting families burst with excitement as it comes into view.





Groton Homecoming



merged, on its shakedown cruise.

According to the *Groton's* skipper, Commander George Emery, the crew was in no way disappointed at being another submarine to accomplish such a feat. "We're very proud of our sister ship and are honored to have followed in her wake in the accomplishment of such a deployment."

Emery hailed the superb performance of his crew during the cruise on which they spent 79 per cent of the time submerged. "We had very high morale

which is something that really helps get the job done successfully," he said. "Things did begin to drag a bit for all of us when we were about halfway home. You start getting anxious. But our spirits were always motivated by the knowledge that we were in the process of going around the world."

Groton's crew did get some relief during the six months—when they stopped at Perth, Australia, for rest and liberty. "In my 18 years in the Navy I never saw anything like the

hospitality that was extended to us there," Emery said. "They have this program called dial-a-sailor and it's incredible. The local people called up the ship and invited us to things like home cooked meals or a ride through the country. We even had several sailors spend a few days on a sheep farm."

"It was almost too much to believe," Electronics Technician Second Class Mark Lindquist added. "We had more calls for sailors than we could possibly fill."

But Perth's hospitality and the Pacific Fleet were left behind as the *Groton* returned to her home waters of the Atlantic by way of the Panama Canal.





It usually takes a sailor a whole career to experience all the celebrated maritime accomplishments that the *Groton's* crew acquired on this deployment. Along with circling the globe and their passage through the canal, the *Groton* also crossed the international dateline and the equator.

But the ceremonies that traditionally celebrate these events were insignificant compared to their homecoming at pier 32 at their homeport. The tears and waving hands, though just as plentiful as they had been 188 days earlier, were now accompanied by broad smiles. The day's weather was agreeable—again cool and windy, but accompanied by sunshine.

The overall feeling of every participant of this reunion was best characterized by Jason Davis, the son of Senior Chief Machinist's Mate (SS) Rob Davis. Proudly wearing an old khaki chief's hat, the young lad tugged at his father's trousers in an effort to interrupt a seemingly endless kiss being exchanged with mom. When he finally had his father's eye, Jason said, "I hope you aren't going away on any more trips for a while, Dad. I sure missed you."

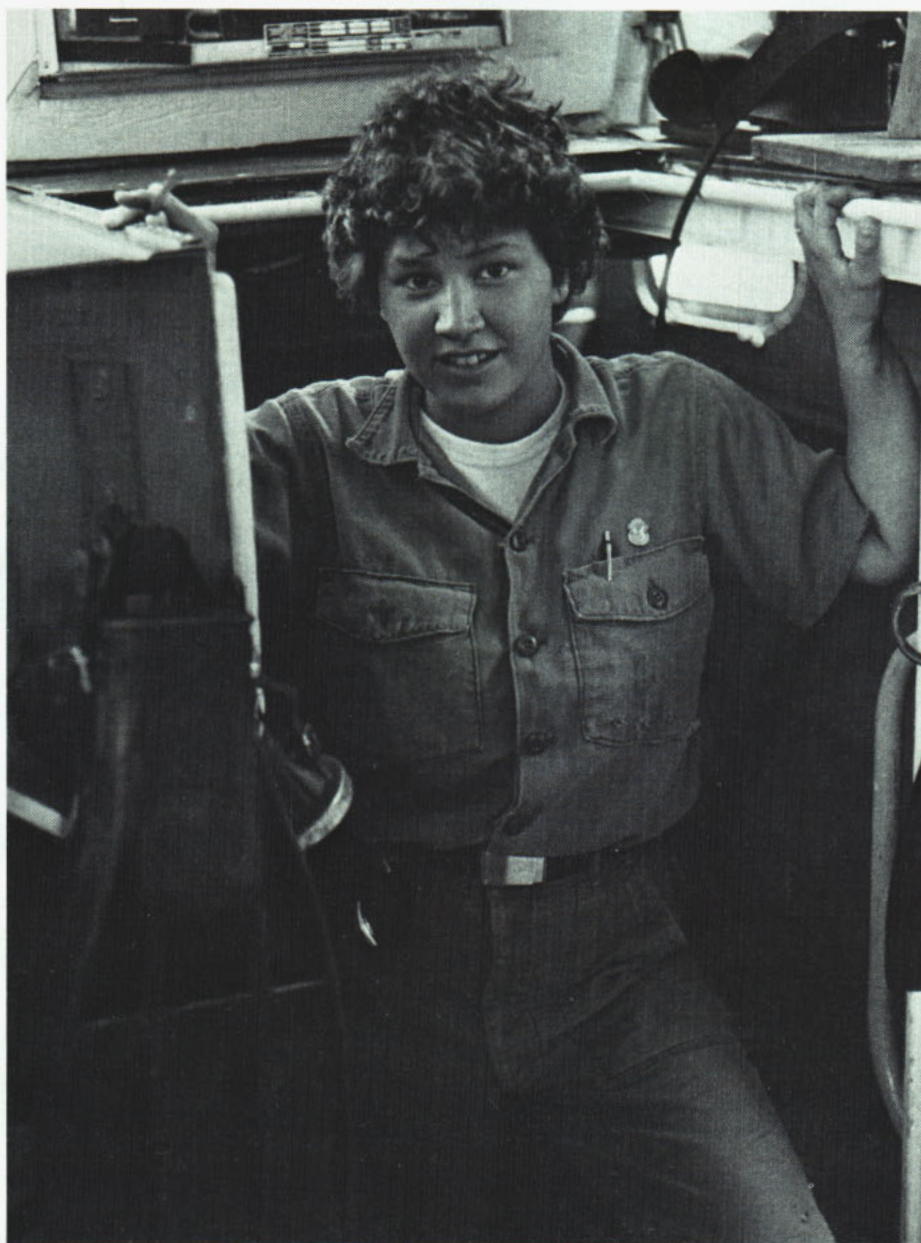
Thirty minutes later the only homecoming reminders left on pier 32 were a few cake crumbs and a sign: "So Glad *Groton's* Home."

Once the Groton is berthed an anxious crew is welcomed to a homecoming reunion full of enough kisses, hugs and smiles to comfort any seafaring sailor.



—Story and photos by
PHI Jim Preston

She Changed her Wardrobe



When Seaman Apprentice Mary Cobb suits up for work she joins a group of Navy men and women whose lives depend on heavy fashion. Rubber head gear, boots and mittens, cast iron helmets and air tanks are all part of her wardrobe. Cobb is the only female diver assigned to the repair ship USS *Vulcan* (AR5), based in Norfolk.

At five-foot-five and weighing 132 pounds, Cobb seems an unlikely candidate for the rigorous duties of a Navy diver. But she proved she could do the job by becoming the only female graduate in her class at the Naval Submarine Training Center Pacific in Pearl Harbor, Hawaii.

"There were three other women in my class," recalled Cobb. "Two of them dropped out of training within the first two weeks and the last one dropped around the third week."





"I was the only female to graduate in a class of 22 students," she said.

Cobb wanted to be a surveyor's aide in the Seabees when she joined the Navy, but the rating was closed at that time. She heard about the Navy diving program in boot camp and decided it was what she wanted.

"I wanted to work outside," she said. "I knew I couldn't work behind a desk, and when I heard about diving it sounded interesting and it was something I've always wanted to try."

Cobb said adjusting to shipboard life was easy once the publicity of being a female assigned to the first Navy ship to deploy women on a Mediterranean cruise wore off.

According to her fellow divers aboard *Vulcan*, Cobb handles her duties well. "She's willing to work without complaining," said Hull Technician Second Class/Diver George Skelding. "We don't treat her like a little sister. We look out for her as much as for anyone else in the shop."

"The Navy's been a good experience," said Cobb. "I'm looking forward to going on the next cruise which is to the North Atlantic."

—Story and photos by PH1 Ron Boyles

Seaman Apprentice Mary Cobb is the only female diver aboard the repair ship USS Vulcan. She doesn't believe there is anything special about her role as a diver, she just enjoys the work. Tending a line for another diver, adjusting an MK-1 diving mask or stepping off the Vulcan's diving boat for a training dive are all "part of the job" for the young Navy diver.

Currents

Trident Base for Kings Bay

The Navy announced recently that it had reached a final decision to locate the Trident Atlantic Coast Strategic Submarine Base in Kings Bay, Ga. The announcement ends detailed studies and analyses of many locations once considered. This East Coast strategic submarine base will be the complement of the Trident Submarine Base at Bangor, Wash. The Bangor base is scheduled to become operational next year. The Kings Bay base will fulfill the important strategic need of a facility on the East Coast to support a squadron of new *Trident* submarines armed with *Trident I* or follow-on missiles. The East Coast base will provide maintenance and logistic support to the submarines and serve as the homeport and training site for the crews.

E-8/E-9 Advancement Exam Eliminated

The annual E-8/E-9 advancement in rating exams will no longer be conducted. Effective immediately all active and inactive E-8/E-9 candidates who meet the requirements of three years in rate and have satisfactorily completed military requirements for senior and master chief petty officer (NAVTRA 91209) are eligible for selection board consideration. In accordance with procedures outlined in NAVOP 180-80, commands must submit the purple answer sheet (NETPDC Form 1430/2) for each candidate recommended for this year's board. Since this year's E-8/E-9 exams already have arrived at many commands, those commands should destroy all E-8/E-9 exams in accordance with BUPERINST 1430.16A (manual of advancement).

Spring Flowers Unlikely for Some Sailors

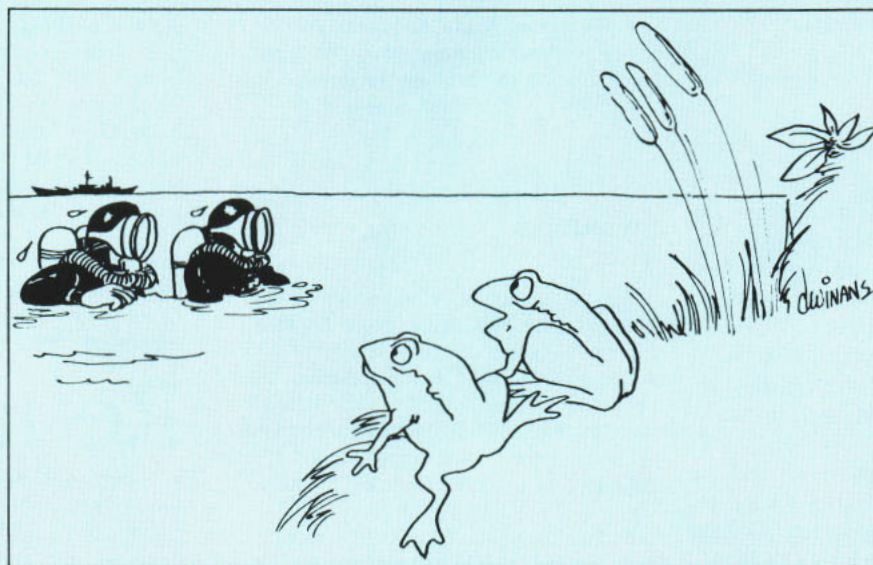
It's spring again—in Antarctica. Deployment of the main body of National Science Foundation Researchers to the continent at the bottom of the world is under way. As the summer build up of scientists and support personnel gets underway, the American population "on the ice" is expected to surpass the 400 mark. Summer for Navy personnel in Antarctica doesn't promise the kind of heat America's heartland sweltered under in recent months. For example, at the main station at McMurdo Sound, weather reports during the first week in October included strong winds, temperatures between plus 13 degrees and minus 38 degrees, and several storms. Meanwhile at the pole, three days of continuous winds, coupled with a mean temperature of minus 72 degrees, produced a wind chill factor of minus 154 degrees. A multitude of scientific experiments are conducted in Antarctica each year. Many continue during the long, cold, dark winter, but a great many more are conducted primarily during summer months when it is easier to move around the continent. Experiments being conducted include geological surveys, studies of animal, fish and plant life in the region, weather research and medical investigations.

Enlisted Commissioning Program

The Enlisted Commissioning Program allows enlisted personnel with previous college credit to complete requirements for baccalaureate degrees in 24 months and subsequently earn regular Navy commissions. Participants receive full pay and allowances while enrolled in Naval Reserve Officer Training Corps (NROTC) host universities, but will be required to finance their own education. Participants must be at least 22 but not older than 31 years of age and have 4 to 11 years of service. OPNAV Notice 1530 of Sept. 13, 1980 provides details of specific program requirements and application procedures. Applications should be completed and submitted prior to Feb. 15, 1981 as detailed in the OPNAV notice.

CNO Addresses Compensation Changes

In recent meetings with officers and enlisted personnel at the Seabee Center in Gulfport, Miss., and with naval personnel in the Seattle area, the Chief of Naval Operations addressed the newly implemented compensation changes. Concerning these initiatives, Admiral Hayward stated: "Efforts by the leadership of the Department of Defense and the support of Congress culminated on Oct. 1 in the most significant military compensation improvements in many years. Over the past two years, I have had opportunities to visit extensively with our men and women afloat and ashore and to observe their outstanding performance under a variety of conditions. I believe these compensation changes are not only well deserved but also will do much to alleviate the financial hardships many of our people have faced, and I hope they will now be able to focus on the many attractions to remaining a member of our Navy family. While the financial aspect of these changes is important, I believe of equal importance is the positive evidence they provide that the Congress and the public recognize and appreciate the superb job our people are doing under the most demanding of circumstances."



"Those are frogmen. If you let a princess kiss you, you turn into one."

Mail Buoy

Classification Error

SIR: Your Naval Air's Evolution article in the May 1980 issue of All Hands classified the Grumman Avenger as a TBM. This classification is erroneous as the TBM was manufactured by General Motors as identified by the letter M. The correct classification for the Grumman Avenger is TBF, the F identifying Grumman as the manufacturer as in other aircraft of Grumman manufacture cited in the article, i.e., F4F Wildcat and F6F Hellcat.—James P. Murray

- "U.S. Naval Aviation 1910-1960" lists the TBF as being built by Grumman and later models of the aircraft being designated as TBMs.—ED.

Choosing Sides

SIR: I noticed in your June 1980 issue in "Stern Shots" that you have the access man on the wrong side of the water tight door. He should be opposite the hinge side. If the door had been under pressure or there had been an explosion, the access man would have been injured or killed!—HT3 S.D. Johnston

- You're absolutely correct. Trouble with a magazine's staff, like that of most publications, is that we're hardly experts in any given field. Result is some boners—like this one dealing with the water tight door.—ED.

Pat on the Back

SIR: I read with pleasure the outstanding coverage of the Navy Recruiting Command's Hispanic Demonstration Project and the visit of USS Valdez (FF 1096) to Houston, Texas in All Hands.

All Hands, as well as your other NIRA media, contribute to the Navy's goal of retaining quality people and, in turn, make our jobs easier.

On behalf of all Navy recruiters, we thank you for continued, strong support. Your efforts are indeed appreciated.—Rear Admiral F.H. Miller, COMNAVCRUIT-COM

Man With A Mission

SIR: All Hands ran an excellent article on a P-3 Orion Flight Engineer in its April issue. It was enlightening to read that selection boards have been advised to consider the professional performance of a flight engineer in determination for advancement.

I am one of the few Selected Reservists to hold such a qualification. It has always been difficult to maintain, on a part-time basis, the necessary proficiency shown by our active duty counterparts. The hard work, coupled with selection board passover, has led many individuals to drop out of the program.

The Navy, in general, other than the VP community, has not been made aware of the responsibility and dedication needed to fill this position. Now, thanks to the informative story of a "Man With A Mission," individual career objectives in terms of advancement may be enhanced.—AMSC Joseph A. Celano.

Photo Credit

SIR: Because it has been one of my goals to have one of my photographs published in your magazine, you can understand how upset I was when I saw one of my better photographs on page 37 of your May issue without a photo credit. Although I am disappointed, I will continue to shoot in hopes of making your front cover in a future issue.—PHAN David G. Rigg.

- We certainly did not mean to run the photo without crediting you; there was no credit line on the print we received.—ED.

Signatures

SIR: I noted in your article "On to Tokyo" July 1980 issue, page 32, that the caption contains an error. It states that Flt. Adm. Nimitz and Gen. MacArthur signed on behalf of the United States. It is a fact that Flt. Adm. Nimitz signed for the United States and Gen. MacArthur signed for the Allied Forces.—YN2 Debbie Thorne

- You're right. Flt. Adm. Nimitz and not Gen. MacArthur signed for the United States.—ED.

Navy Buffers

SIR: I enjoyed your Navy Buff feature for July but something went amiss. Regarding your white flag incident at Island No. 10, I think you refer to Maj. Gen. John Pope, later the loser at the Second Battle of Bull Run.—Ira Gunning

- No matter how you slice it, we meant Union General John Pope, not Alexander Pope.—ED.

SIR: In the July All Hands, a Navy Buff item says the attack on Derne, Tripoli, in 1805 was led by an ex-Army captain. In fact, the leader of the attack was Lt. Presley O'Bannon of the Marine Corps.—2nd. Lt. T.L. Walsh III

- We regret that we didn't properly credit O'Bannon for his part in the attack.—ED.

SIR: Concerning Liberty Ships in Navy Buff, July 1980 issue, I believe the Liberty Ship total of 2610 may be slightly low. L.A. Sawyer and W.H. Mitchell in their book *Liberty Ships*, state that 2,710 were constructed. As the authors give a short account of each ship, and presumably could have counted the total listed, I have always used this figure of 2,710 as the total.

However, John Gorley Bunker in his book, *Liberty Ships—The Ugly Ducklings of WWII*, wrote, "To the question of how many Liberties were built (the answer) depends on whose tabulations are used." Frederick Lane's *Ships for Victory*, sets the Liberty total at 2,708. The Maritime Commission, in July 1945, said the total was 2,580, not including some military versions still under construction and not yet delivered. The Maritime Commission's official construction report set the total at 2,751. The American Bureau of Shipping, which surveyed all ships for insurance purposes, established the total as 2,742.—Rear Adm. R.A. Bauman, USCG

- The total used in All Hands (July 1980)—2,610—seems to fall in the area Bunker wrote about: It "... depends on whose tabulations are used."—ED.

Reunions

- USS *Ethan Allen* (SSBN 608)—First reunion, 20th anniversary. Weekend of August 8, 1981. Must make reservations by January 1981. Contact Tom Hill, 258 Shore Ave., Groton, CT 06340.



1980 Marine Corps Marathon

When the cannon sounded, 9,307 runners were off in the fifth annual Marine Corps Marathon in Washington, D.C. on Nov. 2. The runners, from 10 to 79 years old were entered from 47 states and 25 countries.

Michael Hurd of the British Royal Air Force was first to reach the finish with a time of 2:16.55 for the grueling race.

Lieutenant Commander Phil Camp was the top Navy finisher. His time, one and

one-half minutes faster than his winning time here last year, placed him in third behind Mike Greehan. It was Greehan's first marathon.

The first woman finisher was Jan Yerkes with a time of 2:39.53. The 23-year-old student placed 159 overall.

—Photos by PH1 Jim Preston

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